PTEMBER 5, 1952

The Autocar

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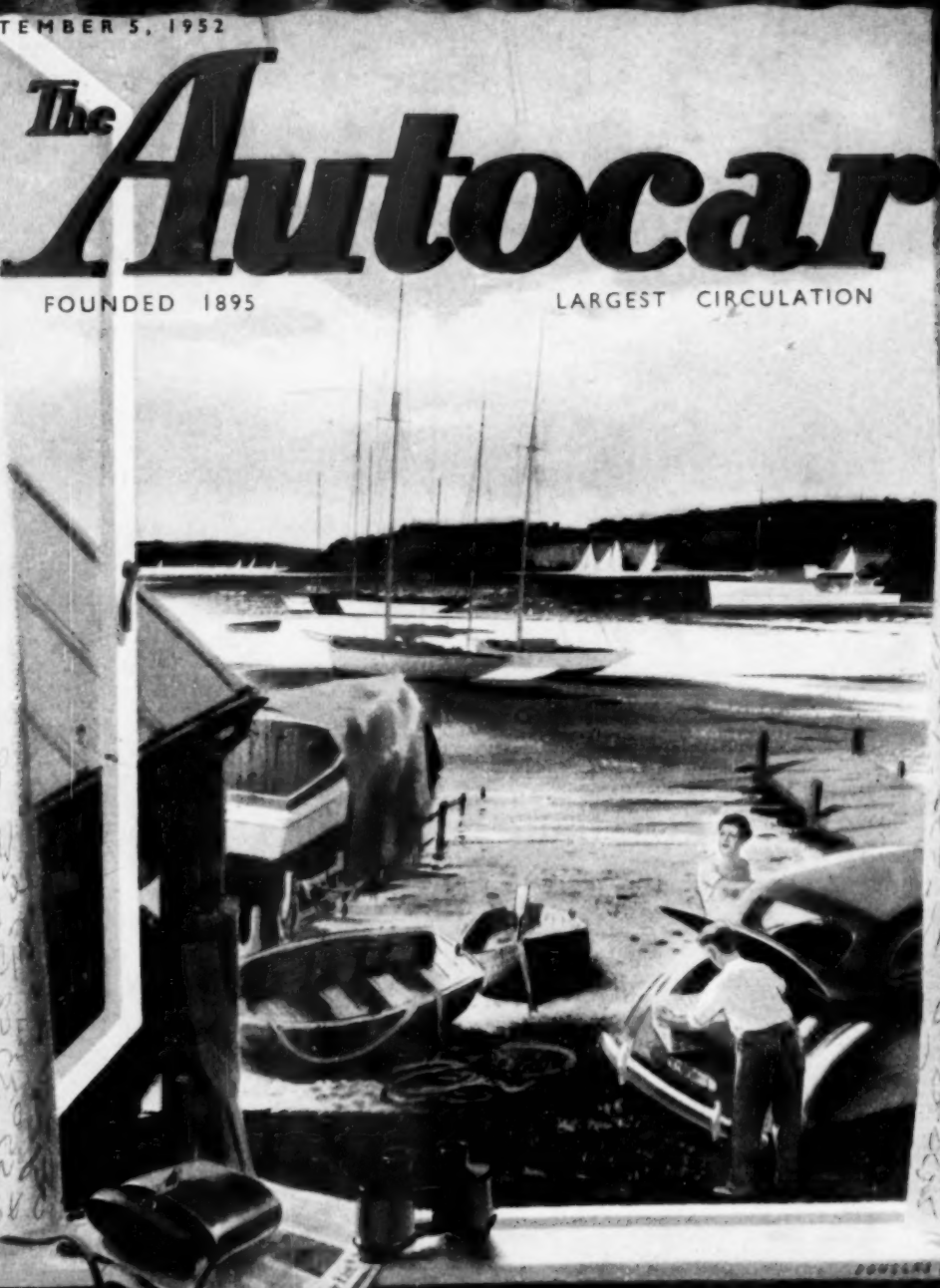

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The full enjoyment of motoring for pleasure depends above all upon the use of a good car with perfect brakes.

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"Smooth running, perfect balance, exceptional comfort, and power and reliability under all tests!" *Hugh P. O'Neill, Eire.*

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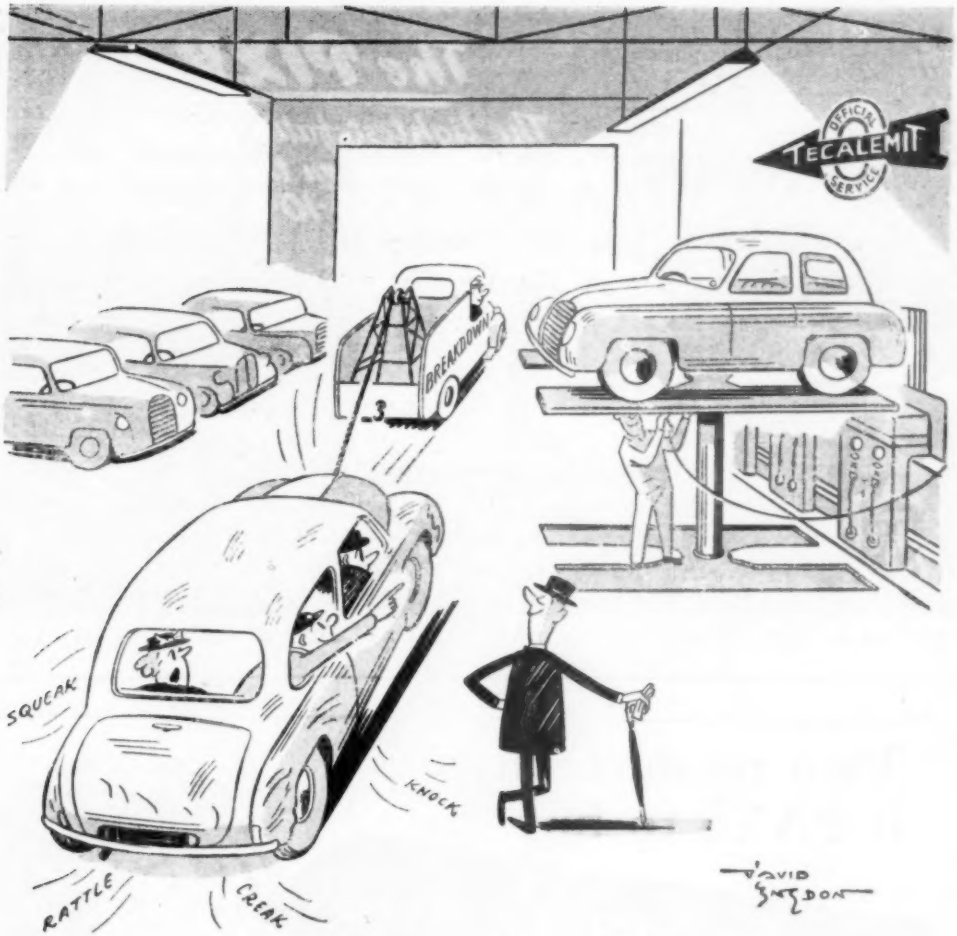

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THERE ARE OVER 4,000 OFFICIAL TECALEMIT EQUIPPED SERVICE STATIONS

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My business is more than turning cars out of a factory. They've got to run easily and stay out of repair shops. When we recommend an oil we don't take any chances. The back-room boys tested Energol. Then we tried it out on the road. Now we not only recommend it, but I use it in my own car. Yes, use **ENERGOL, THE OILIEST OIL**

says the motor manufacturer

Recommended by leading British motor car manufacturers

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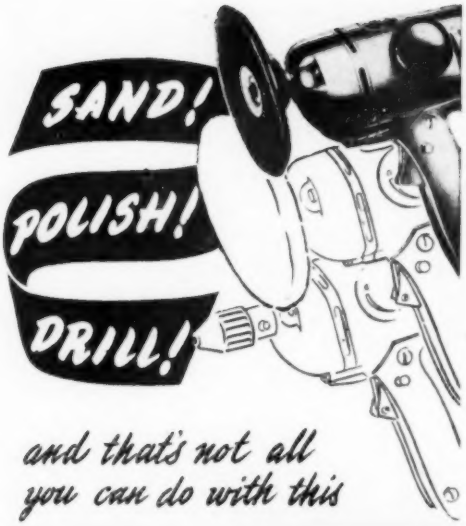

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Imagine! One sturdy HANDY-UTILITY power tool, a selection of HANDY-UTILITY accessories and attachments, and you're ready for anything —sanding, grinding, wire brushing . . . buffing, waxing, polishing . . . and the same magnificent tool can be used as an electric drill, with ¼" capacity in steel! There are two robust Stands to increase the usefulness of your 5" Sander-Polisher still further. Full particulars from your HANDY-UTILITY dealer.

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H. U. ¼" DRILL £6·19·6
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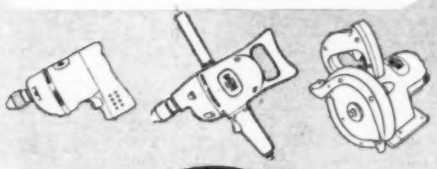

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AIR AND RAIN DEFLECTOR
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K-L Koolees improve the appearance of any car; ensure draught-free air circulation in any weather, and are **no less** useful where air conditioning is already installed.

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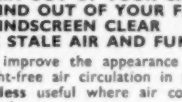

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All complete with Rope, Pegs, Container.

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Let us supply all your equipment. Send 3d. for a summer sports and camping catalogue, fully illustrated.—Tents, sleeping bags, beds, groundsheets etc., etc.

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Standard or Oversize
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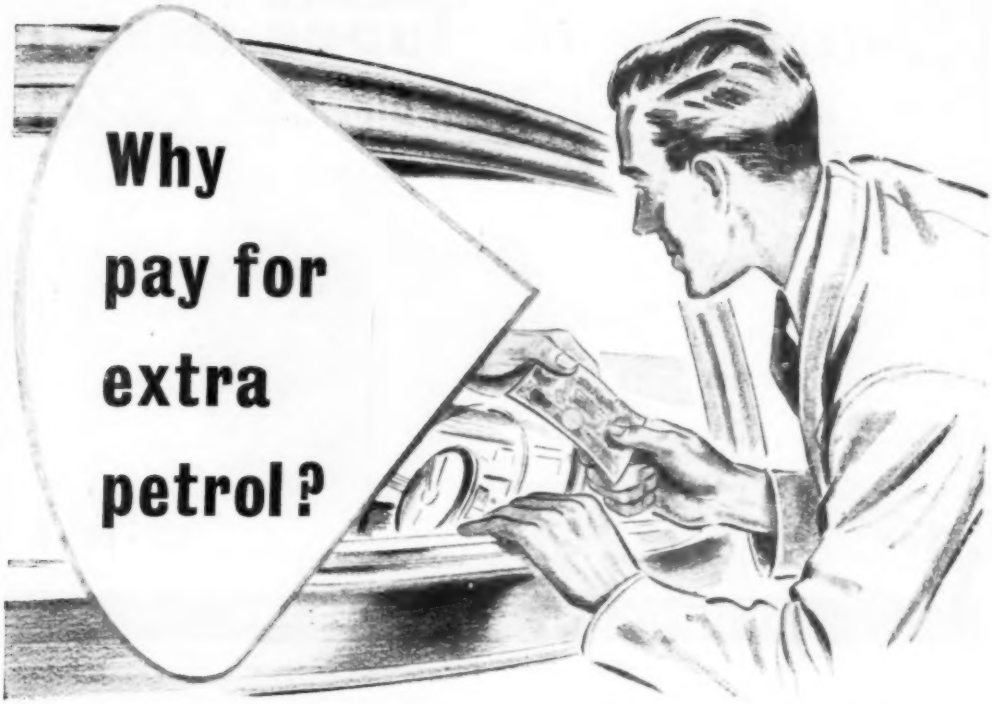

Motoring is expensive enough already, yet there are motorists everywhere using more petrol than they need. To obtain the best performance and consumption from an engine, a very accurately proportioned mixture of petrol and air must be supplied — and that is the job of the carburetter — which is the final arbiter of how your petrol shall be used. If the carburetter is not "just right" you will be paying for more petrol than you need buy.

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Draws "waste" heat from radiator, independent of Thermo Syphon or Pump.

Single knob control operates shutters and deflectors, for volume and Direction of air flow.

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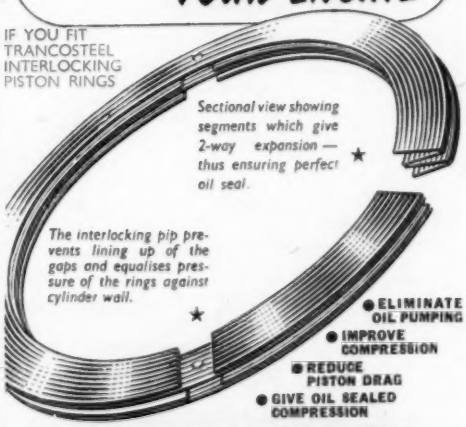

Sectional view showing segments which give 2-way expansion — thus ensuring perfect oil seal. ★

The interlocking pip prevents lining up of the gaps and equalises pressure of the rings against cylinder wall. ★

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- IMPROVE COMPRESSION
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. . . is it haunted?

Heard about poltergeists, asks this chap? Sort of ghosts that chuck things about and make a nonsense of everything. I've got one lives in my car. Only possible explanation. Always something going wrong. Costs me a pretty penny in repairs. It's haunted, I tell you.

it goes like a dream

This chap believes in magic, too. The everyday magic of science. He never seems to have anything really wrong with his car. Why? Because his engine is *clean inside.* He knew that cars pick up dirt that gets into places where it does a lot of damage; in the oil, the petrol and the water. He knew that dirty oil is abrasive and ruins moving parts, that impure petrol clogs up carburettor jets, that a dirty cooling system is an inefficient one which means heavy repair bills. So he had his car fitted with FRAM FILTERS: the FRAM OIL CLEANER, the FRAM PETROL FILTER and the FRAM COOLING SYSTEM FILTER—all of them saving repair bills and getting the best out of his engine. (Whatever oil you use, FRAM is essential for getting rid of grit, dust and dirt. It does not destroy any of your oil's beneficial additives.)

Thousands of garages stock FRAM. If you have difficulty write direct to us. Prices with fitting kit: Petrol Filter 25/-; Cooling System Filter 63/-; Oil Cleaner 66/6 to 79/-. Your garage can fit all three in a few hours.

FRAM filters

add years to the life of your engine

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M.P.G. increased between 10% & 30%

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VOKES GASMASTER DISTRIBUTION RECTIFIER

(PATENT No 408963)

Not the makers—but actual users—report increases of between 10% and 30% in mileage per gallon after fitting the VOKES Gasmaster. This is equivalent to saving the recent price increase on petrol—and more ! Nor is that all ! The VOKES Gasmaster Distribution Rectifier has a remarkable effect upon engine performance. It brings smoother running at all engine speeds . . . increased acceleration . . . easier starting from cold with less choke. This is a scientifically designed accessory, perfected after years of research, available for British *and* American cars. It can be fitted in a few minutes. No maintenance worries—nothing to replace during use.

WHAT IT DOES

The patented construction of the Gasmaster corrects the mixture flow and ensures complete vaporisation. The VOKES Gasmaster Distribution Rectifier is fitted in a few minutes between the carburettor and induction flanges.

It is a sound engineering job, made of specially selected non-corrodible materials, strong and robust with no moving parts —moreover it lasts the life of the car.

ALL THESE ADVANTAGES :

1. More miles per gallon. The biggest single cause of over-high petrol consumption is bad distribution—the Gasmaster puts this right.
2. The engine starts more easily than you have ever known it, simply because the fuel is properly vaporised.
3. Because vaporisation is complete (instead of an imperfect mixture of still-liquid petrol and air) "flatspots" and "stalling" are eliminated.
4. This proper mixture of fuel and air means smoother running of the engine, even in top gear at very low speeds.
5. Much better acceleration.

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". . . Acceleration improved, performance was stepped up and I found I was getting up to 30 per cent more miles per gallon."
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"Before fitting your Rectifiers, the best we could get was between 22 and 23 m.p.g., so that a 20 per cent. improvement has been obtained . . ."
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Here's something you've been waiting for if you value the good looks and long life of your car. Here's high-gloss protection, to prevent the corrosion that is spoiling so many cars.

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Jove Chrome Guard seals the pores of chrome plating—prevents that penetration by minute globules of moisture which sets up corrosion. It leaves a tough, transparent high-gloss film, non-greasy and invisible. Simple to use—apply with a cloth and then polish. Do this for your chrome—get Jove Chrome Guard from any good garage, Halfords, or motor accessory store.

'JOVE' CHROME GUARD

keeps chrome bright longer

10 oz. tin 4/- *lasts* months

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FOR ONLY 4/7D

Why pay more for a car sponge when for only 4/7d. you can buy a genuine Spontex Car Sponge. The Spontex Car Sponge, moreover, is *easily cleaned*, and is unaffected by oil and grease. Safer, too, because it contains no sand or other matter that can affect coachwork. Spontex is made in Gt. Britain, from a marvellous long-lasting sponge material which absorbs *and holds* more than twenty times its weight of water.

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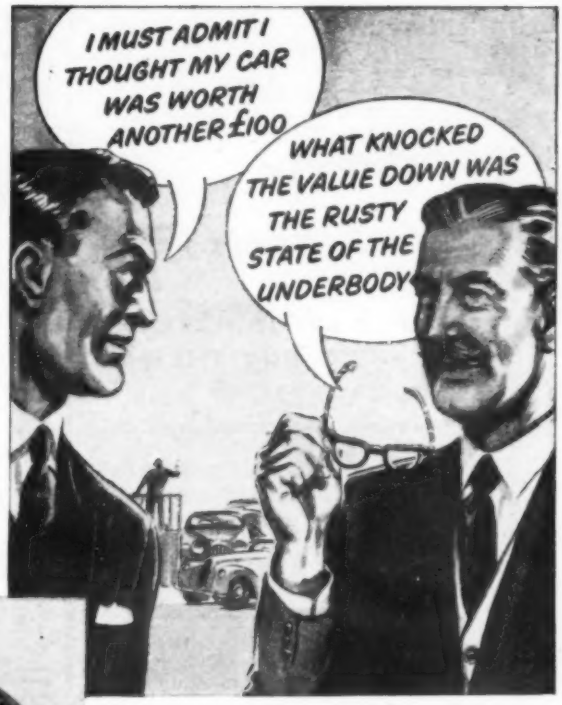
YOUR car needs real protection from rust, grit and flying stones. The "UNDERSEAL" Process gives it that "rubber-cushioned" sound deadening, and permanent protection. Ask today about this astonishing process which actually adds to the value of your car!



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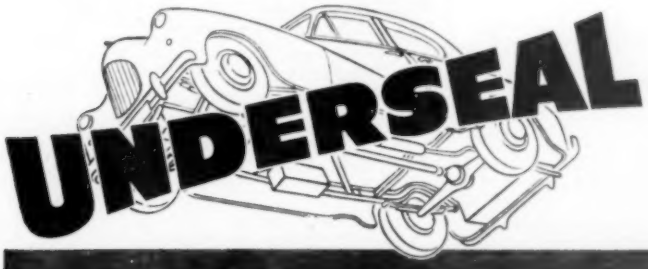

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B·T·R

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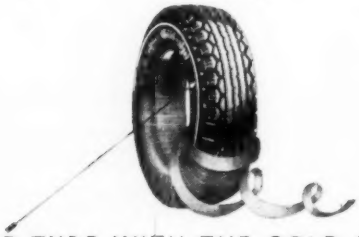

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MALCUS *MC.4 (A) Centreless Grinder*
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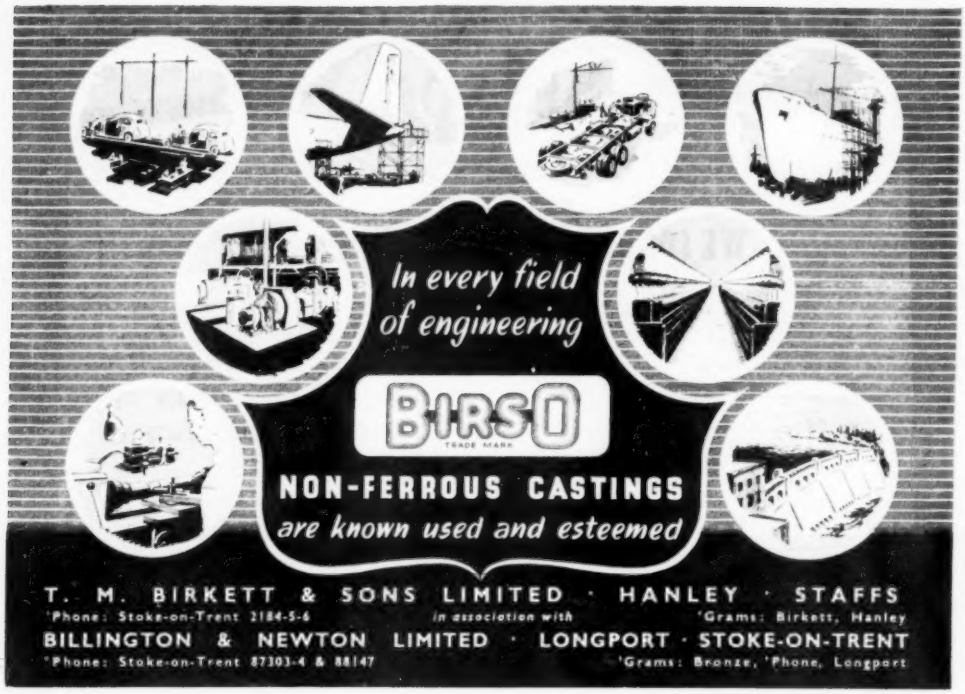

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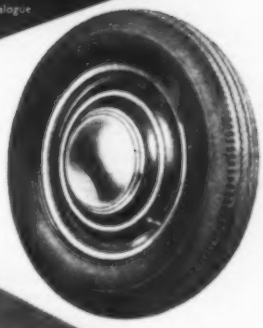

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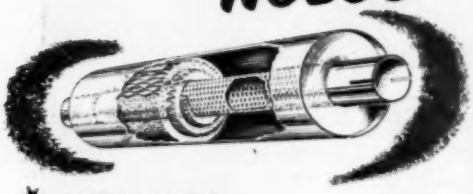

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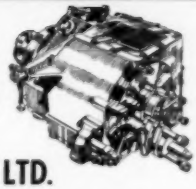

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The Autocar
FOUNDED 1895

No. 2961 FRIDAY, SEPTEMBER 5, 1952 Vol. XCVII

Open Conflict, Openly Arrived at

UNDERLYING the conventional courtesies, rightly and properly expressed by the managing director of Shell-Mex and B.P., Ltd., in his unconventional statement on the reintroduction of branded fuels, is the fact that the Government and this particular oil company, at any rate, are in open conflict over fuel policy. And what is true of the Shell-Mex organization is undoubtedly true of the other oil companies operating in Britain.

Motorists' sympathies will, of course, be on the side of the oil companies in their wish to see a premium brand of petrol restored. But, even if they had never heard the pinking of an engine on 70-72 octane Pool, they would surely dislike, as this journal has consistently done, the less than honest attitude of successive governments in this matter of branded fuel. Under the heading "Fuel Facts for Politicians," *The Autocar* took the Earl of Selkirk to task on April 4 for stating that the manufacture of premium brands meant sacrificing quantity for quality. It means no such thing, for the high-octane spirit produced by catalytic cracking is an additional yield from the barrel of crude and augments the straight-run petrol already distilled off. In the August 8 issue, under the blunt injunction "Tell the Truth," this journal pointed out that the Government insistence that additional dollar costs would be involved in the return of branded spirit was a mere cover for its bungling of refinery policy. Mr. C. M. Vignoles, the Shell director, exposes the flimsiness of the cover: extra requirements in foreign exchange would be £250,000 per annum for a year or two in order to provide ethyl fluid, which Britain will thereafter make herself. Even more devastating is his revelation of the wonders of "economic planning"—the process that this country has been subjected to since the war. Having urged the oil companies to embark on a great refinery construction programme, including catalytic crackers for the production of high-octane spirit, the Government, in the words of the Shell director . . .

> "wished to investigate the possibility of converting the 'cat crackers' to simple distillation units with the object of turning out the maximum quantity of petroleum products of what I might term a utility quality. It has, however, been shown that the conversion of the 'cat crackers' in this manner not only would take two years to carry out, cost between £5 million and £10 million, and require many thousands of tons of steel, but also would involve a serious dislocation of a major industry with a most undesirable loss in production of a number of products."

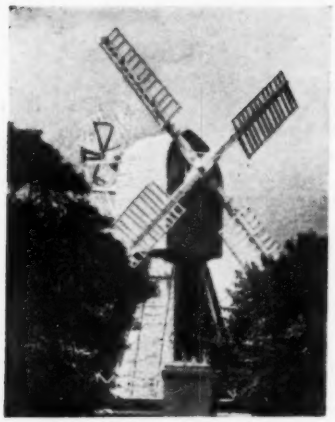
In the face of this, the ordinary citizen can only ask what economic lunacy will next be concocted by Whitehall?

In a spirit of commiseration, this journal also stated on August 8 that every oil company of note in this country was rapidly qualifying for the position of white elephant keeper at the zoo, owing to its possession of catalytic crackers that could not be operated for their proper purpose. The Shell statement reinforces that sardonic reflection: "Catalytic crackers," it says, "are operating in this country but are having to be operated uneconomically. The high octane gasoline produced has to be blended with low grade gasoline from other plants in the refineries to produce standard Pool petrol."

The Government may have a case, but the time is long overdue when that case should be stated, and when the citizens of this country should be treated as adults and not as children to be soothed by Ministerial versions of "Mother knows best." Is the reluctance to permit more petrol to be extracted from the barrel owed to the demand for heavy oils, at present running at a high level? Is the Government trying to anticipate the lesser octane demands of the gas turbine, which looks like displacing conventional piston engines? If the former, it would do better to let the oil companies adjust demand by the price mechanism; if the latter, it is trying to run too far ahead of events. The catalytic crackers are there: let them be used for their proper purpose.

"The ball," concludes the Shell statement, "is now in the Government's court." The spectator can only regret that authority and expert should be on opposite sides of the net.

WINDS...



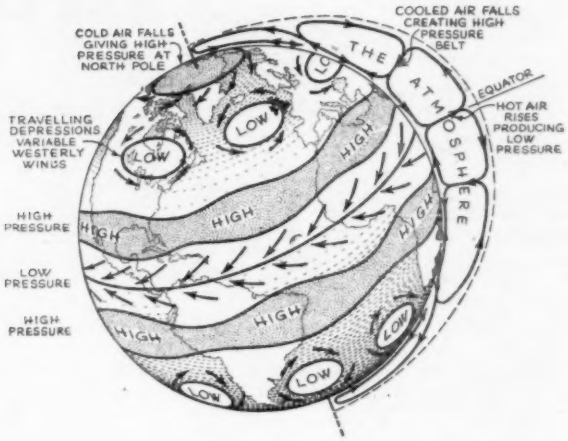


Fig. 1: (Right): Winds are caused by cold air flowing in to warmer air which, being lighter, rises. While the airflow is predominantly westerly, the clash of hot and cold air in the latitude of Britain produces depression; creating winds in all directions.

The Detrimental Effects of Side Winds on Steering and Stability, and Their Influence on Performance and Economy

The effect of air movement on the irregular shape of a car in motion is by no means fully understood, but the author has done considerable research in this direction. In the first article under the heading "Winds" (May 16) he gave his conclusions with regard to head and tail winds; in the article on these pages he continues with the more complex effects of side winds.

IN Part 1 of this discussion* it was observed that the atmosphere is continually on the move and that there is an average wind of over 10 m.p.h. blowing throughout the year in these islands; during the winter months, even in the heart of the country, the average rises to more than 20 m.p.h The worst feature of statistical averages is that they mislead more frequently than they instruct, without

By JOHN P. MILFORD REID,

A.F.R.Ae.S., M.S.A.E., M.I.A.S.

adequate qualification. Britain's island situation and the considerable variety of the landscape provide such a diversity of winds and their accompanying climates (Fig. 1) as may not be the envy of the world, but would be hard to equal anywhere. Moreover, the British have an unparalleled national propensity to create problems in the form of roadside hedgerows and "developed ribbons," with the result that breezes are coerced into a degree of instability in both speed and direction, even greater than that imposed upon motoring progress by antiquated main roads.

The effect of head winds on economy and performance is thus largely academic and, in any case, of negligible importance. Obviously the occasions when the car is assailed by a wind from directly ahead or astern are extremely rare, and there is almost invariably a sideways component (Fig. 2) of the wind creating a lateral force which the tyres must resist if the car is to follow its intended path.

The resistance of a pneumatic tyre to side loads is an inherent characteristic which its inventor probably never envisaged. The radial flexibility (which, alas, is ever more necessary to diminish the shortcomings of suspension

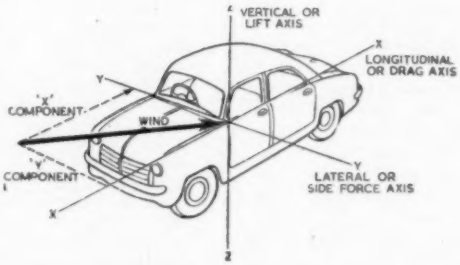


Fig. 2: An oblique wind will produce a force having components along both X and Y axes.

* *The Autocar*, May 16, 1952, pages 594-597

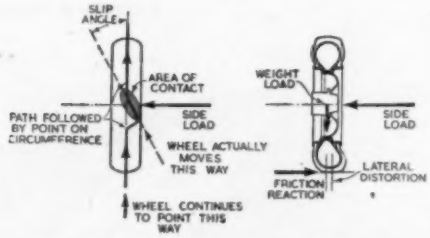


Fig. 3: The yielding of a pneumatic tyre under side loading causes it to roll at an angle to its plane of rotation.

systems, even though these have for some time been described as "independent") results from the pliability of the tyre walls, which also causes them to yield under lateral loads. In yielding they support the loads; they do not slip as the well-accepted term slip angle suggests. Should they do so, the car would skid or slide. Obviously, when a sufficiently large force is applied, this happens, and wind conditions may cause such emergencies. But the relatively smaller effects which leave the driver in "full control" of his car are sufficiently large to merit close attention. They are constant companions.

I think motorists should comprehend this yielding of tyres fully. A lateral force from whatever cause pushes at the wheel through its axle. Looked at from any angle, there is no occasion for the wheel to *turn*; it continues to point and rotate in its existing direction (Fig. 3). But if a point is followed around the circumference, as it comes into contact with the road, the flexibility of the tyre allows the resisting forces to pull it sideways relative to the rim . . . *towards* the applied side load. Its path while in contact with the ground will thus be inclined at an angle known by common consent (so unfortunately) as the slip angle, and it is along this line that the car will move, even though it still points in its original direction. At least, it will so move if an equal share of the lateral force acts on both front and rear wheels, since both slip angles will be the same.

If, however, a greater proportion of the side load acts on the front wheels, the front slip angle will be greater than that at the rear, and the front end of the car will follow the more inclined path and so will start the vehicle turning in this case *away from* the disturbing force. On the other hand, a greater force at the rear causes the car to turn towards the load. Which of these movements is best described by those popular terms over- and under-steer is not my purpose to examine. Each takes a car away from its intended path, and, in so doing, constitutes a nuisance. As the magnitude increases they both become alarming, and either could conceivably become disastrous. Both ends of the car are moving sideways away from the side load, so that a slightly bigger force on the rear wheels appears preferable, in order to turn the car back towards its intended path. This I shall term *course stable*, and an increasing turn away, unstable. The car which does not change its heading, but merely crabs, is neutrally stable. (Fig. 4)

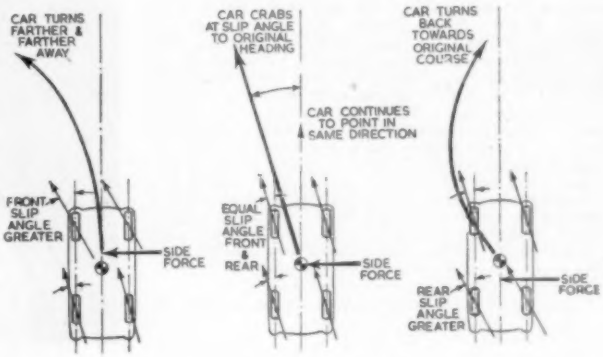


Fig. 4: A car which is course stable (right) turns back towards the disturbing side force to regain its original course.

The types of disturbing forces may be conveniently tabulated as follows:—

TYPES OF SIDE FORCE

	(A) Gravity Forces	(B) Wind Forces
1	Camber or banking	Steady side winds (Fig. 5b)
2	Bumps or pot holes	Sudden gusts or lulls
3	Centrifugal force caused by cornering (Fig. 5A)	Lateral component of wind pressure (rain) resulting from the car's inclination when cornering (Fig. 7)

Almost inevitably there is some contribution from both A and B at all times, sometimes opposed, sometimes in unison. All may act at once or in any combination. There is one major difference between A and B. Readers will accept, I have no doubt, the definition that the centre of gravity is the point through which the weight forces act; I hope they will accept a similar definition of the centre of pressure as the point through which the air forces act. According to the circumstances (i.e., wind direction and suchlike) the c. of p. moves; the c. of g. stays more or less within the range that the designer intended.

Position of C. of G.

Recent design tendencies, such as seating rear passengers within the wheelbase, and the corresponding forward movement of the engine now that independent suspension has removed the old restriction of a rigid front axle between the wheel centres, are taking the c. of g. forward. (It is an unfortunate corollary of the new layout that a more capacious locker permits the motorist to bring it back again.) But some designers have rather overdone things in their

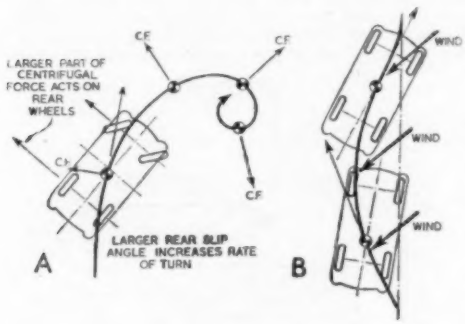


Fig. 5: (a) Left: A rearward centre of pressure apparently gives oversteer, but (b) the c. of p. moves forward as the car turns towards the wind and stabilizes its course.

WINDS . . . . . continued

anxiety for an understeering characteristic. It seems as though the c. of g. will shortly find its inevitable resting place slightly forward of mid-wheelbase, where the front passengers will sit *on* it and therefore not affect it, and full load will cause it to retreat very little behind the centre of the car. So will its effect on directional stability be reduced to negligible proportions.

Elusive C. of P.

For years there appeared—in increasing numbers as speeds rose—the most complicated gyrations of suspension and steering linkages, not infrequently to the detriment of their proper functions. The "new look" permitted, or rather provided, the basic solution and took the c. of g. well forward to provide understeer. Located just ahead of mid-wheelbase, it produces just that degree of light, positive steering in which drivers delight. But, sadly enough, the odd geometries have not disappeared—the chassis man is now chasing the much more elusive c. of p., which the body people have quite innocently sent much nearer the nose, and which they alone can fetch back again. Their problem is the more difficult since, without a respectable wind tunnel, they do not know where it is. And even then they would need great patience, since it moves both with the speed of the car and the speed of the wind; if they change quite a small external panel it changes again; and it also changes with the wind angle. And here are the essential difference between side forces A and B. If the car were course stable it would turn towards the wind. But the wind angle is thus reduced and the wind becomes more nearly a head wind as the car turns. This means that the c. of p. moves forward and the rate of turn is *reduced* (Fig. 5).

Unfortunately the c. of p. has been moving steadily forward with every improvement in body shape over the last half-century. Cars have always been aerodynamically unstable although, once again, it was not until speeds rose that the ill effects became serious. It can be seen from Fig. 5 that the old chassis oversteer and aerodynamic instability were at least partly compensatory. Now one complaint has been cured, its favourable characteristic actually accentuates the other failing. The geometries are there still, putting back a fault this time to cure a fault—but a fault in a different medium. In a subsequent article I shall describe and illustrate the proper cure; in the meantime, how serious is the complaint today?

Right: A good testing ground for strong side winds! The road across the Zuider Zee.

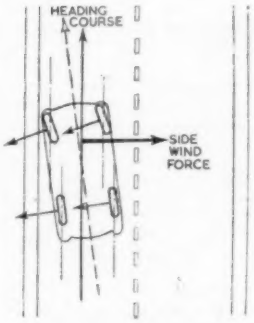


Fig. 6 (left): Car crabbing to counteract strong side winds; (Note how the resisting tyres' forces incline rearwards, slowing the car).

The more observant drivers will have noticed the increased susceptibility of "new look" models to sudden gusts when passing side streets in town or an open gateway along hedge-bound country roads (B2). They may even have noticed that they have to "crab" more, and more often, than is necessary to counteract a steady side force (B1). There is a beautifully exposed road across the Zuider Zee for demonstrating this. It is dead straight for several miles, so that one can proceed at maximum speed *if one dares*! Its elevated position is ideal for receiving the full force of any high wind which may be blowing undisturbed across the open sea. The steady conditions are not so bad, because one can allow for them by "steering into wind." But at intervals watch-towers form sudden shields from the gale, and the lurch which results from the steering thrust being instantly unsupported is frightening. Only the inertia of the car and the short duration of the "lull" permit a correction within the entire width of the road. On one fast pre-war saloon, as much as a quarter-turn of the wheel was needed to overcome a strong wind. Besides the front wheels being turned to create the thrust necessary to hold the car "into wind," both front and rear wheels must take up an inclined angle to deal with their share of the side force, and the car travels along its straight course pointing slightly towards the wind. On "new look" cars as much as half a turn on the wheel

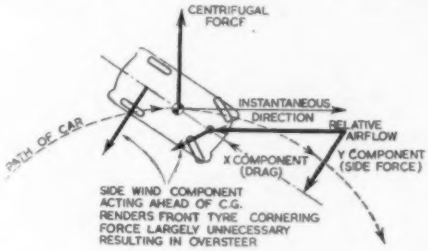


Fig. 7: In still air, when cornering fast, a forward c. of p. causes oversteer owing to the relative airflow acting "inside" the c. of g.

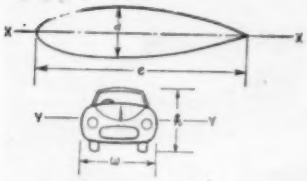


Fig. 8: The drag coefficient varies with the "fine-ness ratio" along the Y axis of a car; on modern cars this has remained at unity, which is poor, resulting in large side forces.

may be needed under similar conditions, since so much more of the side load comes on the front wheels with the forward c. of p.

To turn a corner, then, the front wheel is pulled over to a certain slip angle to create the necessary cornering thrust, and it must be pulled sufficiently far into the turn to create a slip angle also at the rear. The car is always inclined inwards to its circular path when cornering, the more so the sharper the turn. A quick glance at Fig. 7 will show how, when the atmosphere is quite still, the car's own "head wind" will possess a side component pushing it farther into the turn, so creating *oversteer* (B3). All these conditions are amplified by the forward movement of the c. of g. with the new styling, or, rather, new *basic* form. The "new look" constitutes too fundamental a step to describe it as a style; that is incidental. They can obviously be completely cured by moving the c. of p. back, at least as far as mid-wheelbase. Before it can do that its present position must be located, and the reason for its being there must be found.

Smoothing the Contours

First consider two stationary cars, one pre-war, the other a post-war "new look" model; not a streamlined affair but what has generally become accepted as the standard modern family saloon (e.g., Humber Hawk or S.M.1500). Its drag co-efficient (Cx) has been reduced by at least one-quarter over that of its predecessor, and perhaps more, principally because of the elimination of front-wing gullies and sharp corners and a general smoothing of contours; secondly, by a shorter bonnet and a falling (or at least horizontal) roof line and a substantial locker behind to "fill up" the turbulent wake. But along the Y axis less has been done; in fact, less *can* be done. The side area has not benefited from the lowered roof and bonnet heights because this reduction has been offset, in most cases, by increases of overhang at both ends. The shape is a little better because of increased tumble-home and slightly more doming of the roof (a product, by the way, of increased *structural* efficiency). Here, too, are a smoothing of contours and a unification of the various masses, but the "fine-ness ratio," or the proportion of length to thickness (in this case width to height), has changed but little and remains practically at unity, which is aerodynamically poor (Fig. 8).

There is certainly little that can be done to the family saloon to improve its transverse drag co-efficient Cy. Indeed, while the Cx has come down from 0.6, say, to 0.4, the corresponding Cy has been reduced from about 1.0 to, perhaps, 0.9. Even on an excellently streamlined model (Cx=0.25), it is doubtful whether a better Cy than 0.65 will ever be obtained (Fig. 9). So that while the drag force for a given wind has come down by 25 per cent or more, the side force is only 10 per cent lower. The side area of a saloon is normally more than twice its frontal area, 50 sq ft being a convenient average figure to consider. The side force on a stationary car in a 20 m.p.h. beam wind is thus of the order of 50 lb, but in a gale or a temporary gust of 60 m.p.h., it will rise to nearly 500 lb (since it increases with V^2).

A Disadvantage of Weight Reduction

Now a point to remember is that the profile of a light-weight car is not so very much smaller than that of a heavy luxury vehicle, and while 30 cwt will not be unduly disturbed by such a force, an 18-cwt model (2,000 lb) would slide under icy conditions, i.e., when the co-efficient of friction is below 0.25. Low car speeds will change this picture but little.

As one drives faster the pattern changes materially, and some actual test results are given in Fig. 10. These data correspond to that given in Fig. 5 of Part I and, for comparison, the drag curves are reproduced again. The figures refer to two saloons such as have been compared, travelling at 100 m.p.h. in winds of 20 m.p.h. blowing from all directions. Immediately apparent is the symmetry of the curves, there being no side force for head and tail winds, and a maximum where the wind is on the beam. The two sets of results are identical for practical purposes, which is rather surprising in view of their respective drag values, but the outstanding feature is their *magnitude*—*500 lb in a wind of only 20 m.p.h.!*—a value comparable with the drag force of the older model at a relative air speed of 120 m.p.h. (100 m.p.h. car speed in a 20 m.p.h. head wind). Clearly here is a new factor which demands an alternative explanation to that of the Cy given above for stationary conditions. It lies in the property of air which permits it to "suck" as well as to "blow." Very briefly, the "blowing" or ram pressure (q) can be simply calculated:—

$$q = 25 \frac{V^2}{(100)} \text{ lb per sq ft}$$

This gives a maximum of 25 lb per sq ft at 100 m.p.h. The "sucking" effect can be much greater. All over the car's surface there is normally a pressure of 14.7 lb per sq in. It is, perhaps, a little startling to realize that this equals nearly a ton per sq ft. If, then, a 20 m.p.h. cross-wind reduces this pressure by only one-half per cent., i.e., a pressure difference of 10 lb per sq ft, the 500 lb side force is accounted for. This is precisely what happens, an effect analagous to the "lift" created on an aeroplane's wing. In studying this effect later we shall locate the c. of p. and discover how to put it in its place.

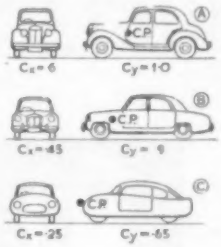


Fig. 9: There is room for nearly 100 per cent improvement in today's Cx, but physical requirements severely restrict any reduction in Cy.

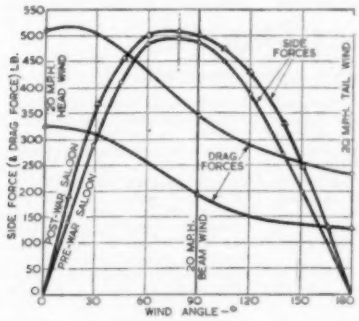


Fig. 10: Side forces on a pre-war and post-war saloon travelling at 100 m.p.h. in 20 m.p.h. winds at various angles.

NEWS and VIEWS

Special confirmation of the many remarkable qualities of the Jaguar Mark VII is provided by this picture taken at the premises of the Jaguar distributors in Brussels. The purchaser taking delivery of his new car is Alberto Ascari, who is now bound to be the world champion driver of 1952. On the left is Dr. Giuseppe Farina, Ascari's team mate and the 1950 champion.

Another Price Reduction

ARMSTRONG SIDDELEY prices are the latest to be reduced in conformity with the trend started by the Ford company some weeks ago. The new list price for all models is £1,000, the total with British purchase tax being £1,557 1s 1d. The previous total was £1,728 3s 4d.

Part-time Courses

COURSES in fuel technology and metal finishing are among those to be held in the 1952-53 session of the Northampton Polytechnic, St. John Street, London, E.C.1, whose 1952-53 prospectus of part-time (day and evening) courses in pure and applied chemistry is now available.

Bristol Appointment

UNTIL lately the technical editor of *The Autocar's* associated journal *Flight*, Mr. C. B. Bailey-Watson has now become public relations manager of the Bristol company, at their Filton headquarters. He was engaged on flight development work early in the war and in 1951 joined Rotol, Ltd. His active interest in all aspects of motoring will now no doubt be valuable, as this great aircraft company has become so well established in car manufacture.

Mr. C. B. Bai ey-Wa'son

A New Radio

FOUR firms are exhibiting car radio at the National Radio Show, Earls Court which closes tomorrow. They are Ekco, Masteradio, Philips and Pye, of which the last has a new model on show. This is the P58CR (6-volt), or, in its 12-volt form, the P59CR. It has six valves instead of the five used previously, and five wavebands instead of two. With tuned R.F. stage, the set is more sensitive than its predecessor and is capable of operating an extra loudspeaker. The price, including tax, is £26 5s.

Assembled in Japan

DELIVERIES of knocked-down 4 c.v. Renault cars to Japan, for assembly in that country, will begin before the end of 1952, according to a spokesman at the Paris works. The Japanese firm that will carry out the assembly is the Hino Diesel company, to whom between 1,200 and 1,500 knocked-down Renaults may be sent in 1953, under the terms of the agreement reached.

A new Hino factory is planned to handle the assembly. Japanese upholstery and accessories will be used, and the complete cars will be painted in Japan.

Composer at Dagenham

A YOUNG British composer, Richard Arnell, who has worked recently with success in America and in this country, has written music for a new documentary film taken at Dagenham. The film has been shown at the Edinburgh Festival and is expected to be seen in public cinemas in due course. It had a private first showing in London in August. After visiting the Ford factory, Arnell was attracted by the analogy between the productive processes in a modern car factory and an orchestra.

The result was his *Opus* 65, also the title of the film. He aimed at music which would be not only decorative, but also related to the visual theme of the film. The result is an interesting documentary.

Lost at Sea

AS most readers will already be aware, frogmen working off the coast of Lynmouth have located about 60 cars which were washed out by the recent disastrous floods to a depth which made them immersed at all tides. The cars are being salvaged.

The relief fund, to which reference has previously been made in *The Autocar*, is now over £375,000, but, of course, contributions are still needed.

Readers who have not yet supported the North Devon and West Somerset Relief Appeal may send donations until the end of the month direct to the honorary treasurer, Mr. G. H. Hollis, National Provincial Bank, 65, High Street, Exeter, Devon.

Austin A.40 Convertible

JUST as the Austin A.40 Somerset saloon is very similar in appearance to the larger A.70 model, so the A.40 convertible which has just been introduced is not unlike a smaller edition of the A.70 convertible. In its construction use is made as far as possible of the pressings used in the Somerset saloon, and, indeed, the front and rear portions might be described as a Somerset with the top cut off.

However, it is a two-door body and the door-shut line is some inches ahead of the rear wing, whereas on the saloon it passes through the wing. The convertible is of the same overall length as the saloon, but is approximately 3in wider. Its overall height with the hood fully erected is the same as that of the standard Devon saloon.

The drop head is arranged to have three positions, so that apart from being completely open or completely closed the front portion may be folded back into the de ville position. When the car is used in the open position the hood stows neatly behind the rear seat. The main door glasses have winders, and ventilating panels are fitted ahead of them. The quarter lights are pivoted so that they can swivel down into the body sides. A point which will be appreciated is that the front seats are individually adjustable, but they fit closely one to the other, giving almost the facilities of a bench seat if desired. The price of the new model is £497, plus British purchase tax of £277 12s 2d.

Shelsley Walsh International Speed Hill Climb

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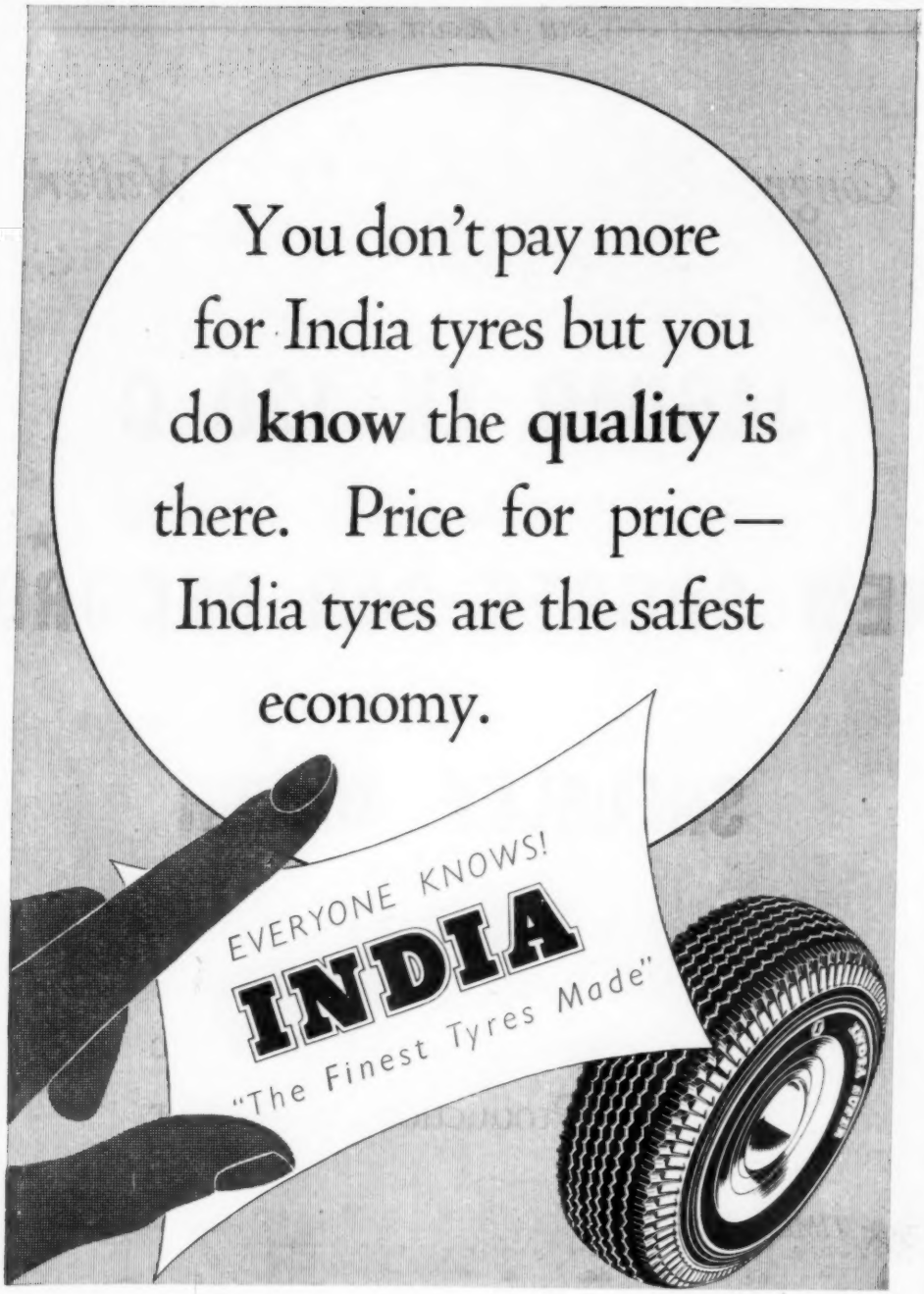
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Safety First

The wreckage of the burnt-out Aston Martin at Goodwood during the nine-hour sports car race forms a dismal reminder of the inevitably present dangers of fire.

Good Sense in the Matters of Fires and Helmets

THE recent disastrous accident to the Aston Martin driven by Reg Parnell and Eric Thompson, which caught fire while being refuelled during the nine-hour sports car race at Goodwood on August 16, underlines the ever-present risk that is an inevitable accompaniment of the use of a highly volatile and inflammable fuel such as petrol. This risk is unavoidable, and the only question at issue is the extent to which such accidents can be prevented, together with the means available for dealing with outbreaks.

The most trouble-free method of refuelling a car is that employed, for instance, at Le Mans, and consists of overhead tanks containing the fuel, together with large-bore hoses for its delivery. An essential feature, of course, is the provision of a readily accessible and easily operated cut-off valve, to enable the flow to be stemmed abruptly when the tank is filled. Various methods have been tried from time to time to provide an automatic cut-off mechanism that operates when the fuel reaches a certain level; but one hundred per cent reliability has not been achieved in this direction, and the advantage gained is very small. Also used, chiefly in Grand Prix racing where large quantities of fuel may be involved, are various types of pressure refuelling systems in which the fuel is forced down a hose from a tank or barrel by the application of air pressure from a motorized pump or a compressed-air bottle. But all these systems are expensive to install, and in races in which the provision of the refuelling equipment is the responsibility of the competitor it is obviously impossible to compel him to spend a great deal of money, which he may not possess, on this one item.

Refuelling 1952 : the Jaguar team in action at Goodwood.

Thus one comes back to the old-fashioned but reliable and inexpensive churn-and-funnel method. Now there is no reason why this should not be perfectly satisfactory and quite reasonably safe, provided that certain precautions are taken and the whole procedure is practised to the degree where the various motions become more or less automatic. In the Goodwood race, the use of churns was compulsory, the pressure refuelling systems being barred; this was done, of course, to ensure that all competitors had an equal chance in this matter and to prevent the amateur entrants from being placed at a disadvantage—or, at least, an additional disadvantage—for financial reasons.

All right; now, what are the essential requirements? First and foremost, a tank filler large enough to enable the fuel to go in quickly *and* the air to come out equally quickly at the same time; the same result is achieved by the use of two fillers, but this means two caps to snap open—and, more important, shut—at each stop. Secondly, a really good funnel. This must stand solidly on the tail of the car, with no risk of tipping; its spout must be as large as possible—bearing in mind the size of the filler—and long enough to

Safety First . . . continued

prevent splashing or blowing back. The funnel mouth must be large enough to accept the contents of a churn at one fairly rapid go, and of a suitable shape to prevent undue swirling; a round funnel with as much taper as possible within the limitations of capacity and height is probably best in this direction. The churns must not be too heavy, must be capable of being easily picked up in a hurry, must pour without splashing and eddying, and must possess lids to cover them until the last possible moment.

Obviously, again, the pit personnel carrying out the refuelling operation must be familiar with all these objects and must have practised until they are heartily weary of the whole affair, or they will fall over each other's feet and forget the routine. There is no substitute for practice in this direction; it is quite possible to practise with empty churns, or even without the churns at all, but don't forget "Sammy" Davis' reminiscence of the Studebaker team in the 1929 Double Twelve Hour race, one member of which, during a mid-race pit stop, flipped open the radiator cap, poured in some imaginary water from an imaginary can, and was just about to close the cap again when his team manager recovered his powers of speech! Again, none of the personnel should wear nailed shoes, because of the risk of sparks therefrom.

Speech—the only person to speak must be the team manager, and he not more than necessary; a small megaphone can be useful in this direction. One member of the pit crew must stand by with the fire extinguisher (compulsory in each pit), and this useful item of equipment must be full and in working order, not empty because someone has cleaned his overalls with the carbon tetrachloride contents.

This brings one to the extinguisher problem. Each pit, of course, has its extinguisher, and others are in the hands of the fire protection squad, members of which are on duty up and down the line of pits. It is a good idea for various types of extinguisher to be distributed and available, for they each have advantages and disadvantages; the large foam extinguisher, which covers everything within sight with suds and can't be stopped until it is empty, is excellent at the job, but there are times when a smaller and more concentrated jet is all that is necessary, and, indeed, more efficient. A good idea, too, is for each pit or each marshal's post to possess a thick blanket, in which anyone whose clothes are alight can be rolled, for this is the quickest and best way to deal with such an occurrence.

Refuelling, 1931: a Talbot pit stop during the Double Twelve at Brooklands, showing the elaborate funnel that stood on ts own legs on the ground and could accept the contents of two churns at a time.

Mind Your Head!

ANOTHER aspect of racing that has received a good deal of publicity in the past few months is the question of crash helmets. This year for the first time, by international agreement, drivers in speed events are required to wear crash helmets, although the actual specification of the helmets has been left for the individual national automobile clubs to decide for themselves, and some of the permitted types may seem a little sketchy.

But the start has been made, and a very good thing, too. Now, there are always a number of people who will tell you that such a requirement is really not necessary, that crash helmets are heavy and uncomfortable things to wear, and that the best-known Continental Grand Prix drivers in pre-war days never wore more than a linen helmet and therefore nothing more should be required.

Well, it is perfectly true that the drivers mentioned did not wear crash helmets, and that these articles are, to the unaccustomed, heavy and uncomfortable—even to the experienced they are less comfortable than a linen helmet—but with all deference to Nuvolari and Caracciola, it can fairly be said that their compulsory usage is a very sensible move. One of the accompanying photographs shows the helmet worn by Bill Whitehouse during the 500 c.c. race at Zandvoort recently, in which he had the misfortune to overturn his Cooper and bang his head on the road with a considerable amount of force. He suffered a cut forehead and cuts on the hands; but it may well be imagined what his injuries would have been had he not been wearing the crash helmet at the time of the accident. Of course, there have been cases of drivers losing their lives, helmet or no helmet; but it can be said that the crash hat undoubtedly reduces the risk by a very considerable percentage.

J. A. C.

Whitehouse's crash helmet, damaged as a result of his crash at Zandvoort recently; the driver suffered only slight injuries.

Another sort of crash helmet; the bicycle pattern, adopted this year by Rudi Fischer of Switzerland (seen here) and the drivers of the Mercedes saloons.

Geoff Duke uses the motor cycle type of helmet, which is slightly different in shape from the normal car version but is constructed on the same lines.

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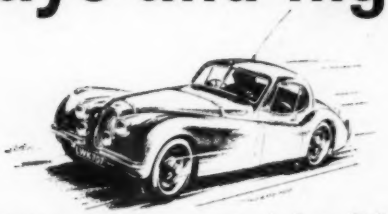


Jaguar creates record for Britain on Shell X-100 Motor Oil

Never before has any car been driven for 7 days and nights at over 100 m.p.h. This great achievement has been accomplished by a Jaguar XK120 Coupé using Shell X-100 Motor Oil as sold in Britain and 100 other countries throughout the world, and Shell fuel.

The night-and-day drivers who put up this magnificent performance for Britain were Leslie Johnson (leader of the team), Stirling Moss, J. E. G. Fairman, H. L. Hadley. By concentrating two normal years' motoring (16,800 miles) into one week and doing it all at over 100 m.p.h. these British drivers have demonstrated the supreme quality of Jaguar engineering, the British components and accessories used and the fact that, as experienced motorists know,

YOU CAN BE SURE OF SHELL

A Word to Motorists-

The Shell X-100 Motor Oil used by Jaguar is exactly the same as you can buy at your garage. It is available in four grades—Shell X-100 20/20W, 30, 40 and 50. Consult your garage as to which will best suit your car.

Remember that, whatever your car and whatever the conditions under which you drive, Shell X-100 Motor Oil—as Jaguar has proved—offers the best possible protection for your engine, thereby prolonging its life.

Heartiest congratulations to all who shared in this great British achievement, including: The Drivers—*L. G. Johnson, Stirling Moss, J. E. G. Fairman, H. L. Hadley;* The Directors and Staff of Jaguar Cars Ltd., Coventry, *who made the car.*

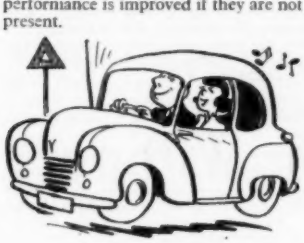
SHELL
X-100
MOTOR OIL

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Radio

THE recent advice by a Member of Parliament to turn on the car radio when irritated struck an answering chord in me, for the way the radio reduces irritation and promotes risk-free driving is extraordinary enough to deserve comment, even if with the reservation that the same may not apply to all types of driver. Car radio, it seems to me, is one example of common sense being off the beam, for common sense suggests that driving a car is an occupation demanding one's full attention, and that anything which distracts that attention must be out of place. The facts are the opposite, and markedly so, and I believe I have suggested a possible answer before. Listening, or half-listening, to the car radio takes the edge off one's anxiety to progress safely (very marked nowadays), with the result that one does not suffer from jitteriness, however subconscious. It is like the stilling of "examination nerves," and everyone knows how an examination performance is improved if they are not present.



Reduces irritation.

✦ ✦ ✦

Eyes Front

CAN anyone tell me why, when one gives a cyclist a warning pip on the horn, he turns round to see what's coming before drawing over to the left? The result is invariably that he does not draw over until after one has overtaken, and sometimes that an involuntary swerve out into the middle of the road is caused by the lack of control under a reversed head.

✦ ✦ ✦

Privileged Traffic

NOT long ago a fire engine, on the way to a fire, ignored a road sign and was thereby involved in an accident. A fine and, I think, an endorsement followed. Once again the public was reminded that whereas a blind eye might be turned on some of the doings of ambulances and fire engines—as indeed it should be—ignoring traffic rules is still an offence.

Ought, say, ignoring a traffic light to be an offence when the vehicle is on an emergency call? Many people seem to think not, but I cannot agree. In any circumstances traffic rules can be broken only with considerable caution. At the moment drivers on emergency duty know this and use their discretion. To issue a second set of rules might well cause confusion and add to danger One must remember that the number of times the country's brigades and ambulances are called out in a year is staggering.

✦ ✦ ✦

Advance Warning

TRAVELLING behind a fire engine on emergency call has made me wonder whether or not some method could be found to speed the journey. In heavy city traffic the bell is often not heard by the *cause* of any hold up, who may be a long way in front.

My idea may not be practicable, but it is given here at no extra charge: the fire engine is preceded by a motor cyclist on whose mount is a bright, flashing light in a beacon mounted on that part of the machine normally reserved for the pillion seat.

The point, of course, is that a motor cyclist can weave through almost any traffic block, and anyone seeing the beacon can pull in, knowing that the fire engine is pretty close behind. It so often happens that the sudden arrival of the fire engine confuses drivers, who have hardly a moment to think of the best way of removing their cars from its path.

✦ ✦ ✦

Deserved

AT the end of a long leading article in the *Financial Times* based on the contemporary difficulties of the motor industry, notably in regard to recent staff dismissals and the falling-off of demand in some export markets, it was good to read a tribute to the resilience of the industry. "It still knows," said that august journal, "how to adjust itself swiftly to changes in world markets for its products."

That is refreshing, coming from such a source, for it seems to me that the motor industry has been subject to too many unfounded criticisms since the war, and to too little appreciation of the effort that it has made to keep this country's head above water. Let it not be forgotten that the motor industry has made and sold as many vehicles as has been permitted by the supplies of raw materials; that it has been subject to an export quota which it has more or less maintained and which is greater than that imposed on any comparable industry; and that it formulated and applied a scheme for the sake of fair distribution of its products at home which no other industry copied. In return for all that, it has been the target of sniping on paper, in the House of Commons, and in the tap-room, until the gullible would think that it has a vested interest in roguery.

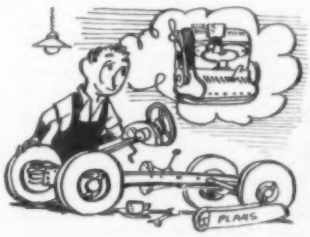
One way and another, this Scribe sees quite a bit of the industry and its products, and he is not entirely ignorant of those of other countries. He remains proud of his motor industry friends and of his good, solid, safe British car. Warfare by sniping is not a very sporting game.

✦ ✦ ✦

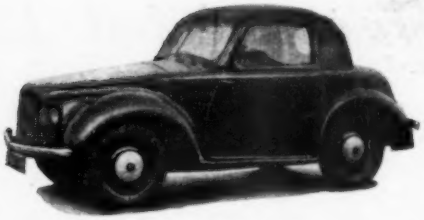
Competition

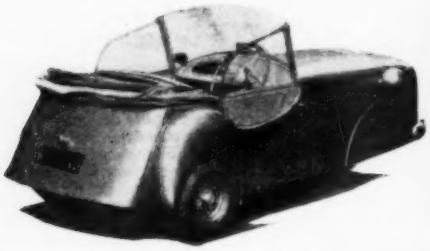
IT is very difficult to be far-sighted about commercial competition, but I had a recent example of how lack of competition stultifies design. A friend of mine has a chassis in which the ideal engine would be the one made by firm A; that made by firm B would be a very good alternative. But if he installed A's engine he would probably beat A's production car in the type of events for which A enters; likewise he would almost certainly beat B's car in that class. Neither firm will therefore sell an engine, and there is the ready excuse that they can sell all that they make in production cars. "You can't blame them," admits the engineless one.

I am not so sure, however, that they cannot be blamed for lack of far-sightedness. If A sells an engine and then finds that his own car is handsomely beaten by the new competitor, he must then get cracking and improve his design to put it back on top again. Alternatively he could come to an arrangement with his competitor whereby the superior chassis became the production one, thus satisfying both sides. But while the competition is not permitted by the inability of the newcomer to get hold of an engine, the situation will not arise. In the meantime competition grows keener from across the Channel. But will Britain meet it unless she adopts the attitude that welcomes competition in the knowledge that it is a stimulus to better design and should therefore be actively encouraged within the confines of this country?



Ideal engine





Above (left): This small German f.w.d. twin-cylinder two-stroke Gutbrod Superior is a two-seater coupé with independent suspension all round. Below (left): A three-wheeler, the British Bond has a single-cylinder air-cooled two-stroke engine driving the single front wheel. Above (right): In 1946 Rover built an economy-car prototype, but it never went into production. It had a light alloy body. The engine, an F head four-cylinder of 699 c.c., gave 28 b.h.p. I.f.s. and coil springs were used. Below (right): The German Trippel coupé has a flat-twin fan-cooled o.h.v. engine in the tail (18 b.h.p. from 498 c.c.).

How Much Can You Do Without?

What are the Essential Features of the Economy Car of the Future? Details of a British Project

IT now seems to be agreed that Britain needs an economy car cheaper to buy and to operate than those now being made by the British industry. With the world's highest tax burden and the expensive paraphernalia of the Welfare State to sustain, existing small cars like the Morris Minor and Austin Seven are just as far out of the reach of most people as cars of twice the engine size were before the war. Car ownership is ceasing to figure among the ordinary man's ambitions, and large numbers of people are faced with the prospect of giving up motoring when their present pre-war cars wear out, unless some alternative is offered.

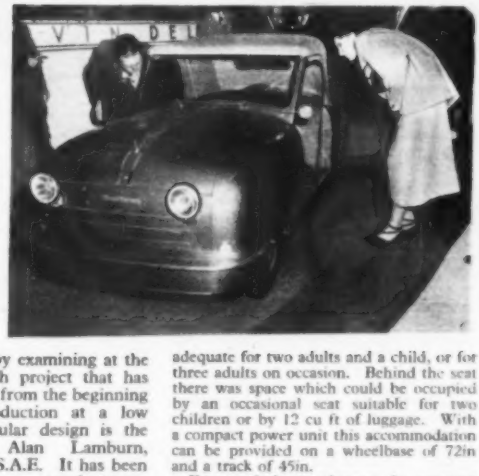
Gone are the rosy dreams of the wartime years, when it was thought that a 2-litre car with six seats would be ideal for Britain, besides being acceptable to most export customers. Even overseas buyers are not always able to operate such cars in the numbers required to absorb the full output, and the collapse of the Canadian market was recently witnessed, when credit restrictions and taxes put the smallest existing British cars out of reach of the marginal buyers—the nurses, clerks, small shop-keepers, railway workers and factory operatives—who form the backbone of the new Canadian mass market.

Something new, something cheaper to buy and to operate, is therefore required, and it cannot be obtained by scaling down existing models. Designers and sales staffs are deeply engaged at present in deciding what must be sacrificed; for an entirely new approach is essential.

In the inter-war period, manufacturers scrambled to cash in on the successes of the Austin Seven. There was a spate of small cars with four seats, four cylinders, and usually four speeds and four doors, until it became difficult, even for an expert, to distinguish one from another. That particular market was quickly saturated, and a number of manufacturers went bankrupt in the process. Yet, suddenly, interest was revived by the arrival of the Fiat 500, which offered only two seats and two doors, but was smaller and cheaper to operate than any of its competitors. It opened up an entirely new market, whose existence had not hitherto been recognized, and many people who already owned a car could not resist buying it as a runabout.

Recently it has seemed as though this story was about to be repeated. There have been numerous indications of new models in preparation, all with four seats, four speeds, four cylinders and, usually, four doors. They might turn out to be excellent vehicles, but they are already beyond the means of most potential motorists in the home market, and they face heavy and well established competition in overseas markets from cars such as the Renault 4cv, the Volkswagen and the post-war Fiat 500 station wagon. The new economy market needs something quite different, and it is encouraging that reports are beginning to circulate indicating an interest by one or two manufac-

Left: Firmly established in France as a practical form of economy transport without frills, the 2cv Citroen has a flat twin o.h.v. air-cooled engine of 375 c.c. driving the front wheels. Roof and rear locker are canvas curtains which roll back to open.



Right: Although limited production makes it fairly expensive, the de Rovin has achieved some popularity in France. The simple open two-seater body has a good luggage space under the bonnet. The flat-twin water-cooled engine is at the rear.

turers in smaller, simpler and cheaper cars. To bring such a project to fruition in the face of long-established British tradition demands considerable determination and clarity of thought. There has already been one project which began with two cylinders, two seats and two doors, but which was amended by stages until the prototype emerged with four seats, four doors and four cylinders. It was a nice car, but it catered for an entirely different market, and the designers are now back at the drawing board again.

Another point to recognize is that a light economy car cannot be improvised by adapting existing components if it is to sell at a competitive price. Many prototypes of varying merit have been built in this way, but only an original design, planned in every detail for production in large numbers, offers any hope of selling at a really competitive price and giving the necessary combination of performance with economy. Good performance is essential; you do not want thousands of underpowered miniatures obstructing other vehicles. The economy car must have every component designed and stressed for this particular job, and it can then hope to hold its own in the general traffic stream.

In the illustrations on these pages are gathered together some of the economy cars produced or projected since the war, with notes on their outstanding characteristics. Interesting comparisons can be made by examining at the same time a British project that has been designed right from the beginning for large-scale production at a low price. This particular design is the work of Mr. Alan Lamburn, A.M.I.Mech.E., M.S.A.E. It has been studied by several car manufacturers, and, although no arrangements have yet been made for production, it is believed that certain of its features resemble those in designs on which some factories are now at work. It illustrates the kind of car that might be expected to be seen by breaking away from established British conventions, and it would be interesting to know what the public reaction would be if such a car was placed on the market.

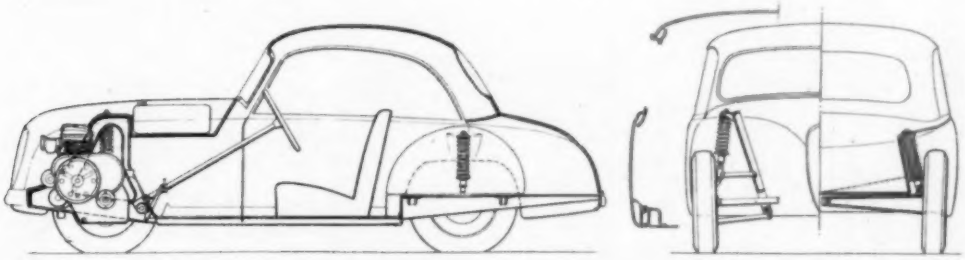
The real economy car must be produced in large quantities and must be backed by big manufacturing resources if the necessary low price is to be achieved. It must be designed entirely with big production in view, and the prices must be kept down by omission of all non-essentials. Yet the car must be strong and hard wearing to give the economical service that the buyers would expect.

The following are the steps by which the specification was arrived at. First it was considered that, given adequate leg room for the driver, it was more economical to extend width rather than length. The car was therefore planned round a bench type front seat with a width of 51in at elbow level, which would be adequate for two adults and a child, or for three adults on occasion. Behind the seat there was space which could be occupied by an occasional seat suitable for two children or by 12 cu ft of luggage. With a compact power unit this accommodation can be provided on a wheelbase of 72in and a track of 45in.

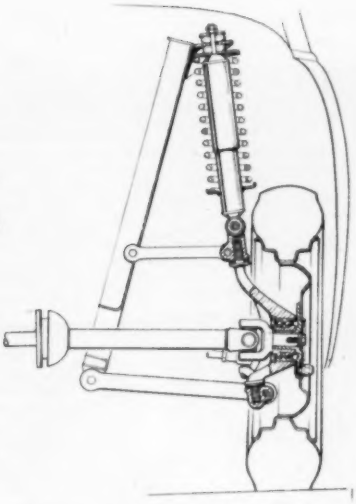
For practical, everyday use, the economy car must be closed. This introduces the problem of windows. Sliding windows are fairly expensive, and winding windows require space in the doors, which reduces the width available. The solution proposed on the Lamburn car is to use fixed side windows in conjunction with a ventilation system taking air from the front of the car, but this would mean that direction indicators would be essential; a compromise solution might be found in some horizontally hinged window arrangement, at least on the driver's side, similar to that used on the 2cv Citroen.

With three people sitting abreast in a low-built car no propeller shaft would be acceptable, and in any case for simplicity

A British conception of the economy car: a design by Alan Lamburn, A.M.I.Mech.E., M.S.A.E., for a two-seater with room for two children or a lot of luggage in the rear. Styling of the two-door coupé body by L. F. Hamblin is designed to permit low-price quantity production from a few simple steel pressings. Body and chassis form a single unit. Separate details show the reinforcements for cantrail and body sills. The rear suspension is independent, with simple swinging half axles, coil springs and telescopic dampers.



How Much Can You Do Without? . . . . . continued



A simple type of independent front suspension in which the weight of the car is supported near the scuttle via a combined coil spring and damper unit. The wishbones are relieved of bending stresses and the front end structure is lightened. Steering pivots are threads for maximum bearing area.

the power unit must be adjacent to the wheels it drives. This raises the question of whether the engine should go at the front or the rear. The rear position has the disadvantages that cooling is complicated, and that the weight distribution is unfavourable and may produce an inherent instability. It also seems more difficult to insulate the occupants from the mechanical noise when the engine is at the rear. The alternative, a front engine and front wheel drive, may entail complication in extra universal joints and the possibility of inadequate traction on very steep gradients, but it was considered the most favourable solution.

For the power unit, it was considered that a two-cylinder four-stroke would give adequate results with proper flexible mountings. The side-by-side arrangement for the cylinders was regarded as less costly to produce than the flat twin, and it also simplifies the manifolds. With a smooth shape and a frontal area of 16 sq ft, a power to weight ratio of 35 b.h.p. per ton was regarded as adequate. The estimated kerb weight for the car is 10 cwt (1,120 lb), which would not appear to be optimistic bearing in mind that the original Fiat 500, a more luxurious and complicated vehicle, weighed only 1,183 lb.

The maximum b.h.p. to give the required power to weight ratio would thus be 18, and it is considered that this could be combined with adequate low speed torque in a vertical twin engine of 600 c.c. Air cooling was adopted because of the simplicity ; it usually entails some increase of noise, but need not disturb the occupants of the car.

With an unladen weight of 1,120 lb, the all-up weight for purposes of performance calculation is placed at 1,700 lb. Assuming a rolling resistance of 30 lb per ton and an overall transmission efficiency of 78 per cent, it is calculated that the engine power requirements on level tarmac in still air would be 2.4 b.h.p. at 20 m.p.h., rising to 4.6 b.h.p. at 30 m.p.h. and 13.9 b.h.p. at 50 m.p.h. The maximum speed on full power is placed at 56 m.p.h.

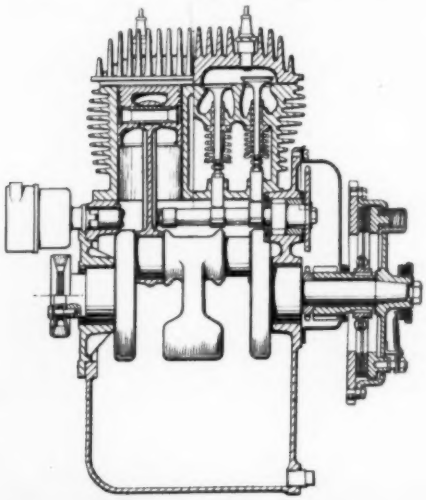
It has already been shown that good lines can be obtained with adequate strength from simple panels that are easy to produce ; and the freakish appearance that has characterized some Continental economy cars is not considered inevitable provided the car is planned for large production in the beginning. This, of course, presupposes that adequate capital will be available for the necessary press tools which form a major part of the total outlay in preparing for production.

To turn to the design details, the engine is a two-cylinder air-cooled unit with side-by-side cylinders of 69 mm bore and 80 mm stroke, giving 598 c.c. swept volume. Side valves still score on grounds of low cost and simplicity, and in view of the modest specific output required they are considered perfectly satisfactory for this application. The two cylinders form a single unit in cast iron with circumferential cooling fins, and the detachable heads are formed by a separate pressure die casting in aluminium with vertical cooling fins. Inlet and exhaust valves are both of 1¼in throat diameter and run in detachable cast-iron guides. Pressed aluminium pistons carry two compression rings and one slotted scraper, and the connecting rods are steel stampings. The big-end bolts are made integral with the big-end bearing caps, with the result that the nuts are accessible from the top when the cylinder barrels are removed. The crankshaft is in cast iron with weights on the crank webs to balance 55 per cent of the rotating and reciprocating weight, and the centre web acts as a flywheel. Main and big-end bearings are steel backed white metal shells.

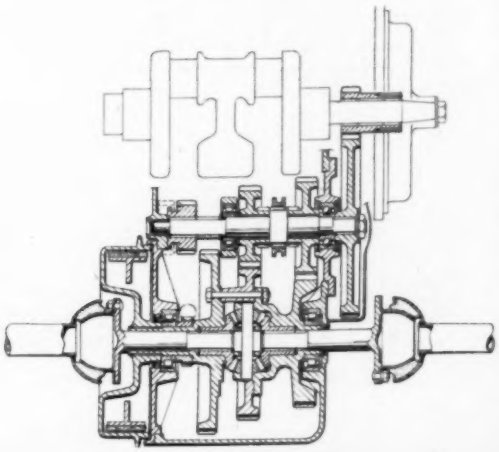
Pressure Lubrication

The camshaft, like the crankshaft, is in cast iron, and at the drive end there is a gear formed integrally with the shaft, which constitutes one of the two gears of the engine oil pump. The other end of the shaft is formed as a dog to drive the distributor. The crankcase, which also forms the housing for the transmission and final drive and the common oil sump for engine and transmission, is an aluminium gravity die casting. The housing of the oil pump is formed as part of the crankcase

A simple air-cooled side valve twin-cylinder engine laid out as the power unit for the front wheel drive Lamburn project. The cylinder head is in aluminium and the crankshaft is cast iron.



The drive from the clutch passes back via a hollow shaft enclosing the end of the crankshaft to a gear which transmits power to the three-speed gear box. This is a plan view which also shows how the single transmission brake is linked to the gear box to proportion the braking effort on the two front wheels via the differential.



casting. Oil is fed under pressure through drilled passages to both main bearings, and from there to the big-end bearings via the drilled crank-webs. The pistons and the transmission gears and their bearings are lubricated by oil mist.

Electrical accessories comprise a starter, which engages with teeth on the periphery of the clutch driving disc, a belt-driven dynamo and the distributor.

For a car of this character, with the power to weight ratio proposed, three speeds are considered adequate. The transmission arrangement adopted is rather interesting and has patent protection. From the externally mounted clutch the drive is taken back through a hollow shaft surrounding the end of the crankshaft to a primary drive gear engaging with a larger gear on the end of the gear box countershaft. These gears are enclosed by a steel pressing, which also acts as the timing chain cover. All gears are, of course, indirect; second and top are in constant mesh, and first and reverse are engaged by sliding pinions. The output gears for first, second and top are all bolted together in a unit with a differential. A hollow extension of the first speed gear passes outside the box, where the brake drum for the single front brake is splined to it. The braking effort applied is thus transmitted back through the differential to the front wheel drive shafts, so equalizing braking force on both front wheels.

The drive is taken from the differential to short stub shafts, which are free to slide in the differential bevel wheels to compensate for slight variations in shaft length caused by the rise and fall of the front wheels. The drive is transmitted through spherical rubber joints at the inner ends and simple Hooke's joints at the outer ends. The rubber joints allow conical movement and torsional deflection to counteract any possible vibration caused by the lack of constant velocity characteristics in the outer joints.

The front suspension layout is similar to that adopted already on two of the smaller American cars in that the spring acts directly on the top of the steering yoke piece and the suspension load is transmitted straight into the scuttle. This relieves the wishbones of bending loads and enables the front structure to be lightened. The coil spring is carried on the outside of a telescopic damper unit which provides the actual connections between the frame and the suspension linkage. Steering is effected by swinging the complete yoke piece in threaded bushes carried on the ends of the channel section steel wishbones. The threaded steering pivots are formed directly in aluminium bronze die castings mounted on the ends of the wishbones.

The Julien, like the de Rovin, was an open two-seater with tiny wheels. The engine was an air cooled single-cylinder four-stroke attached to the rear axle and largely unsprung. Semi-circular windows pivoted into the doors when not required. It never went into production.

A two-seater three-wheeler coupé, the German Fulda has fabric-covered plywood bodywork. The engine is a two-stroke unit at the rear driving the single rear wheel.

Rack and pinion steering is employed, geared to require two and a half turns of the wheel from lock to lock. The rear suspension is by swinging half axles made of channel pressings riveted to each hub body, in conjunction with combined coil spring and telescopic damper units identical with those used at the front.

The single front brake, working through the transmission, has a drum of 9in diameter, 1¼in wide. Being mounted on the transmission housing, it reduces unsprung weight and is easily cooled. It is a Girling mechanical brake operated from the pedal by a rod. At the rear there are two brakes, one on each wheel, with drums of 6in diameter and 1¼in width, also operated by rods connected to the pedal.

Body structure has been designed for economical production in steel pressings. It is a unit structure, there being no separate chassis. The main shell assembly consists of the roof panel, rear body and wing panel, wheel arches, floor, bulkhead and toe board, with box section door and screen pillars. It is made entirely of 20-gauge steel pressings and is assembled by spot welding.

Holding five gallons, the fuel tank rests on top of a panel that forms scuttle, bulkhead and toe board, reinforced by box section members at the side. To this front structure are added two substantial side pressings which carry the front suspension attachments and the mountings for the power unit. These side members are connected across the front to provide an attachment for the bumper. The bodywork is completed by bonnet and front wings and simple doors which consist of a single outer pressing spot welded to a stiffener that forms a continual box section frame up to the waist line. A separate channel frame secures the window glass.

The gear change lever emerges from the facia immediately above the steering column, and all the controls are arranged for mounting at either the right or the left side of the vehicle. The facia panel is symmetrical so that no change is necessary.

Electrical equipment consists of screen wiper, indicators, parking and head lamps, and tail lamps; the smaller lamps consist of plastic mouldings with integral lenses, into which the bayonet lamp fittings are inserted from the rear.

The market for a simple car of this kind may present one of today's biggest sales opportunities. Is the British public ready to buy a smaller and simpler vehicle, or is it still irrevocably determined to have four of everything? G.W.

A tiny two-seater runabout with single-cylinder engine driving the front wheels, the German Kleinschnittger is already on sale in Germany and Belgium.

GOLDEN JOURNEY . . . . . .

The West was Tranquil—
Before the Storm

By
CATHERINE STOKES

" . . . the East Lyn river pushing gently across moss-covered boulders in its deep valley, as though shadowed eternally by the green of leaves."

WHEN the wiper stopped scooping at the rain the driver changed gear. There was a pause before the engine pulled again, and the wiper jerked across the screen. We were moving up the narrow road that twists steeply from Woolacombe to Mortehoe. Across a stone wall to our left the sky held so much water that you couldn't tell where it met the sea. People with desolate faces sat in the hotel, turning the pages of old magazines, or gazing through the vast windows in the lounge on to the sea. Lundy Island—whose visibility is a haphazard barometer in North Devon—was a faint smudge.

We had three in the crew, and a baby. The car—known to its friends as Dyfi—is a well-matured Ford Eight. We visited all the places that others have visited. We were subjected to cream teas, where the cream was what we unimaginatively call "the top of the milk" at home; we found the hills as friendly as a patchwork quilt, were displeased by chromium cafés that scar the coast (although we did have a milk shake), and saw in an evening light the whole sea turn silver.

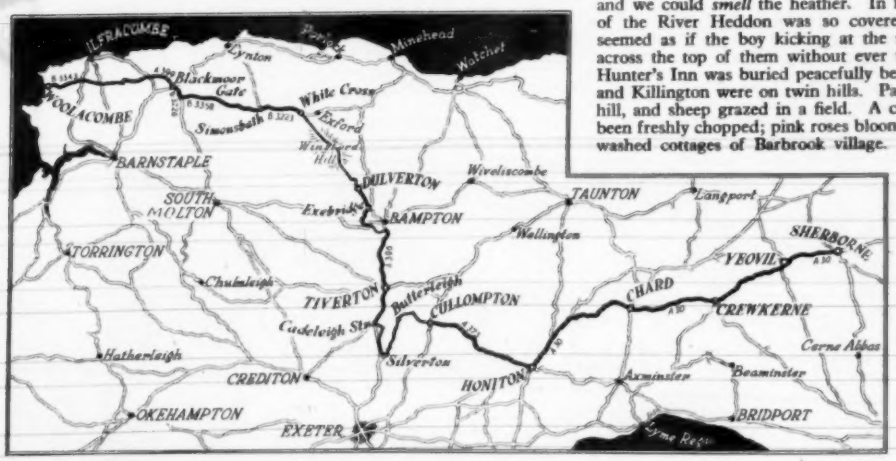
It was a week before the tragedy. Terror and Fleet Street and newsreel cameras had not yet arrived. We saw the East Lyn river pushing gently across moss-covered boulders in its deep valley, as though shadowed eternally by green leaves.

It had been an untroubled run. The baby lay in its cot, asleep. We could, therefore, look at the views without the fear that the ignition key might at any moment be seized and instantly swallowed, or thrown out of the open window. The road from Woolacombe (B3343) rambled across a ridge of downs that lifted and fell and lifted again. At each gap in the high-banked hedge there was a view across green country. If one of us glimpsed a view to the left, as Dyfi went along, it was sure to be better than that just passed on the right. The other unfortunate passenger would therefore have to keep her head rigidly turned to the left until a gateway permitted her to share in the prescribed beauty. Meanwhile, another scene had been missed on the other side, so the order was reversed—"Eyes right," and so on, until we resembled a sergeant-major's drill parade.

At Waytown we rebelled against the main road that led straight to Lynton and Lynmouth. I have as much respect for a smooth surface as anyone else. Dyfi is as sensitive to vibrations as a needle on a gramophone record, and rear passengers absorb their measure of shock. The car is also wayward on corners. Main, or armchair, roads are therefore to be admired. But for all their gentleness on the springs, they lose a quality. They are like swift, purposeful birds of passage that curve magnificently through distant country that is not their own. I have never yet *smelt* a haystack from a main road, although I have frequently seen one. And I will stand any amount of buffeting for the smell of hay.

The local roads that we found—B3230, that kept to farmland from Ilfracombe to Barnstaple, and the tiny unclassified pathway that dropped from Berry Down Cross into the long tranquil high street of Combe Martin—did not just pass through a country of green valleys and grey, sturdy churches: they belonged to it.

We took, therefore, the road that climbed from Waytown to Trentishoe Down. There were only the heather and sky, and we could *smell* the heather. In front of us the valley of the River Heddon was so covered with trees that it seemed as if the boy kicking at the stone wall could run across the top of them without ever touching the ground. Hunter's Inn was buried peacefully beneath them. Kittitoe and Killington were on twin hills. Parracombe hugged the hill, and sheep grazed in a field. A cart-load of wood had been freshly chopped; pink roses bloomed against the white-washed cottages of Barbrook village.



We passed Lynton poised on the hill, and crept into Lynmouth in bottom gear, in company with the West Lyn River —a seemingly unpretentious stream. To the left a bay fell abruptly to the rocks and a cloud-shadowed sea that might almost have been the sky. Countisbury Hill rose on the other side, covered with trees. Lynmouth was a friendly place, with close streets that had an air of being huddled together for lack of space.

The road up Lyn Cleave Valley dropped on one side to the stream of the Lyn River and its twilight wood. It was here that we saw the Scarlet Pimpernel. I had always imagined this gentleman to be so thin as to look almost undernourished, and dressed (strangely enough) for ever in grey. Our Pimpernel was brilliant and bulging—a huge coach, and about as elusive as Hyde Park. We were just behind him, happily going in the same direction, for all the cars entering Lynmouth had to pull in and stop to let him by.

Lee Bay is a rocky cove cut out of the cliffs. The road that fell into it was so narrow that it seemed just made for Dyfi. The sea was like a stretch of moving blue silk. I wondered whether the local boys who lounged on their bicycles by the rocks for their evening chat had ever seen the place as we saw it. A whitewashed inn was perched on each side, and the hills sloped behind into a valley of trees. To a person who rushes with the crowds at London Bridge every day, when the trains, loudspeakers, newspaper boys and barrow boys are in full cry, the scene seemed like an incredible picture on a postcard. We urged Dyfi up the hill, towards home. Halfway up an empty coach appeared facing us round the corner. We felt sorry for its driver, and went into reverse immediately, wending our way down again in an efficient wiggle-woggle, while we all but blushed with self-righteousness. The coach passed us with a tremendous amount of smiling and saluting on both sides, and we started again up the hill, and drove through the pale evening.

A stone arch frames gracefully one of Sherborne's streets.

We were relieved that we had at last found something really to write home about. The day before we had eaten a picnic tea on a patch of grass overlooking Saunton Sands. The gulls were black against the colourless sky. A rainstorm after lunch had emptied the beach. Not even a deckchair flapped in the wind. It was just a stretch of sand. It wasn't yellow, or golden. Just sand, and miles of it. The dunes stretched endlessly behind sprouted grass, as arid as the moon's surface. At the bottom of the grass where we huddled a cliff dropped straight on to black rocks. We ate our paste sandwiches quickly, and departed.

We were glad to drive inland. The road from Ilfracombe to Barnstaple (B3230) kept company with hills and valleys, and only twice acknowledged the sea—at its start and finish. There is a greyness in the north-west on the hills that face the Atlantic. It is as though the land shivered from that great mass of water.

It was raining when we arrived in Barnstaple. A few cows lay miserably in a field; one was up on her knees, as though declaiming at the rain. But we were contented with ourselves and with B3230. We had passed Bittadon, built of grey stone. We knew it was as grey stone should be, with all the weather in its walls. On the double bend that followed, the baby threw his shoe unexpectedly out of the window. The driver stopped and reversed. We watched a farmer's cart miss the red speck on the road with its rear wheels. Two deceivingly innocent eyes watched us while we picked it up. The other shoe was taken off and hidden under the seat, and the baby arrived in Barnstaple barefoot.

"We found Dulverton half asleep in the afternoon sun."

We saw the old mill at Milltown, with its sloping walls and high, square windows; and we concluded that Muddiford, where there were white sleeping cottages and grazing sheep, must once have been a muddy ford. A stream followed the road, played hide and seek with it in a valley of meadows, and later matured into Bradford Water. A week later it was raging in flood.

When we entered Barnstaple I did not know that the sea port was there in the 13th century, that the River Taw is here spanned at its mouth by a 13th-century, 6-mile-long bridge, and that the parish church has a crooked spire. But I lost nothing for my ignorance. I saw that the sea comes into the town, so that the walls of each house seem scrubbed in salt. The row of cottages that face upon the old harbour, now silted up, were whitewashed, with flat fronts and flat, square windows. I didn't want to leave them.

If I had been a painter, I would have painted then a field of yellow corn. There would have been a gate giving on to still country and a grey horse swishing its tail. Others could labour with words. I would have had all summer in my picture and been content. One remembers a farm cart spilling its load of hay, the blue of hydrangeas, the girl with fair, flying hair who rode her mare towards us—and the invective of our driver each time the baby tried to change gear. We even had an angry farmer. We were exploring a lane that connected B3343 to B3230, between Berry Down Cross and Muddiford. It lay across downland, and Dyfi fitted into it as a train fits its tracks. Around a bend the farmer waved his stick at us to stop. He was coaxing his cows through an open gate, up to the farm shed to be milked. Dyfi blocked their way. The farmer stood in leather gaiters and woollen hat, calling at the cows, who lurched vaguely on to the road, flinging their tails about. He looked at the Ford, terribly annoyed. I felt ashamed of being in a car at all. Obviously the road belonged to his cattle with their golden backs and soft ears. Dyfi was but a vulgar intruder. For once I wished I were on horseback.

The By-road Way

We wandered home on the by-roads. A361 pointed its businesslike way to Bampton and Taunton, but we chose to ignore it. In the front, therefore, the driver fought with the gears, while I in the back fought with the luggage. It slumped upon me whenever Dyfi took the left-hand bends. Once a corner combined with a hump-back bridge across a railway, and we had the uneasy impression of being airborne. The baby chuckled when we met the road again.

From Bishop's Gate we had joined B3358. The River Barle slipped along beside us. A strip of green meadow divided the water from a stone wall with moss bedded in its ledges and a forest behind. We had left the grey, and all the country was dappled now with clouds. At Simonsbath the river was still with us; there was a trim church, and a view of hills chequered with hedges. The

GOLDEN JOURNEY . . .

. . . continued

The River Exe, the Trout Inn, and a pale sun at Cadeleigh: on the road from Tiverton to Exeter.

road to Exford lay straight ahead, B3223; we turned right at White Cross on to an unnumbered road, which climbed in front of us on to Winsford Hill. It seemed that the sky was ours. No wall or hedge fenced the road; it ran free in purple heather, with green country beneath. The ancient pre-Roman Tarr Steps lay to the right. They have now virtually disappeared in the floods. The driver was greatly delighted that, at 1,400ft up, Dyfi was still in top gear and going well.

The road was falling now into an arch of green, like an Alpine valley. The marigolds in front of a cottage caught up the sun, bright gold. When we clattered into Dulverton's main street, everyone was at lunch. It was half-past one. A tiny boy with a stick was the only person about, herding some cows through the town to their meadow. The cattle towered above him; one, with a great black body, walked on to the pavement just by Darch, the baker's shop. The boy made a dash at its buttocks, pushing with his small hands until the animal lumbered back on to the road.

So often the centuries are dragged in, whenever a pinch of age will spice up the pudding; yet in Dulverton they seemed to stand before us, real and unchanged. There was the yellow painted house on the corner with one window in a lopsided wall. No chain store shone in the leaning mellow street. We left the town on B3222 with the River Barle and joined A396 at Exebridge, where the River Exe joined the Barle and ran beside the road to Exeter, with trees heaped up behind it to the sky.

Off the Map

Many drivers, I suspect, are unable to like any scenery—however beautiful—if they cannot find it on the map. For them the dingiest filling station (if located on the map) is more welcome than the loveliest prospect on an unknown road. It is fortunate that this complex did not undermine us past Tiverton. We had entered the town in pale sunlight; the church and turreted castle were almost as red as the fields of ploughed earth in the country around them. Tiverton (two ford town) is built of red sandstone, and we so enjoyed it that we left the place on the wrong road. We had wanted to cut across country to Cullompton, where the road leads straight to Honiton, and so on to A30. The driver was harassed at first, and searched for the right road with as much persistence as a child will hunt the thimble. We, however, began to like being lost among the thatched cottages and haystacks.

Dyfi rounded a bend and stopped. We had arrived, by chance, at Cadeleigh where a bridge crossed the River Exe. A white horse hung its nose into the stream, where duckweed floated. The Trout Inn on the corner was shaded by a thatched roof, and ivy shone on the cream wash of its walls. The lawn curved on to the river. The black and gilt face of a church clock winked at us from a hill. The light had an almost metallic glint about it that made the stooks of corn stand out upon the hill in gold. Even the baby was silent, until he suddenly shrieked "moo" at the horse.

Before we saw Cullompton, we had seen every village in that triangle of country: Bickleigh, Silverton and Butterleigh, where a tribe of white geese and ducks strutted on the green and then crossed the road slowly in front of us. A farmer, stacking his hay, was more worried than we were at our wanderings; he anxiously directed us to Cullompton by the safest route, with our map in one hand and his pitchfork in the other. We passed a man shaving in a field, and a grinning collie; great churns of milk stood about, and a man was swinging his scythe.

At Cullompton a cow walked alone up the main street turning its head from one side to the other, a row of birches were blown silver against the grey clouds, and a boy sat playing carelessly with his feet.

The road to Honiton we couldn't lose. It led us into the traffic. Outside, the barns were stuffed with hay; in the town square, pull-ups had collected a crowd of people, who sat about with mugs of tea and yellow buns. There were other Fords just like Dyfi with grubby babies and luggage; one carried a sinister black box fastened with a padlock. Cyclists pedalled with set faces and bags strapped to their backs; a Rolls-Royce towed a caravan; American cars occasionally sang out their horns. We felt suddenly commonplace. Everyone was going home.

Before Honiton, we had somehow managed to be slightly adventurous. But the sight of everyone doing exactly the same thing must kill any pioneer spirit, and we realized at last that we had nothing more exciting ahead of us than work, and the pleasure gardens in Battersea Park.

Although we looked wistfully at all the small roads leading from A30 we kept to the main road, for time was short. But when we entered Chard, I felt that nothing was worthy of its graceful street but a stage coach, brilliantly polished, with the driver sounding his horn and a change of horses awaiting us fresh at the inn. They say the town, built of yellow standstone, is named after Cerdic, the founder of the Kingdom of Wessex; it is mentioned in the Domesday Book as Cedre.

A boy with a large hat at Cricket St. Thomas watched us while we ate a haphazard tea, and when we gave him a bar of chocolate he dangled it thoughtfully by his side. There was a field of yellow mustard flower at Yeovil. The road cut between high banks of stone, and there were farms with huge stacks of hay. A white boat was trailed past us, towards the sea.

We arrived in Sherborne in the evening in a soft light. The bells from the abbey were ringing; there was a game of croquet on the lawn. We garaged Dyfi and stayed there thankfully for the night.

We left the town, as we had entered it, with the Abbey bells ringing again. There was all the noise of London ahead, all the peace of the West Country behind. It was the end of a tranquil stretch of time. We wondered whether the boy at Cricket St. Thomas had eaten his chocolate.

£25 GOES A LONG WAY

1,900 Miles with a Car and Caravan to the South of France and Back

By JOHN YOXALL

PRIMARILY this is not an account of the sights and pleasures of a tour through France (it would require a more adequate pen than mine to do justice to the wonderful stained glass in Chartres Cathedral, or to the old walled city of Carcassonne) but rather a story of how one can travel abroad with a car and caravan while keeping comfortably within the present limit of £25 per head foreign currency allowance.

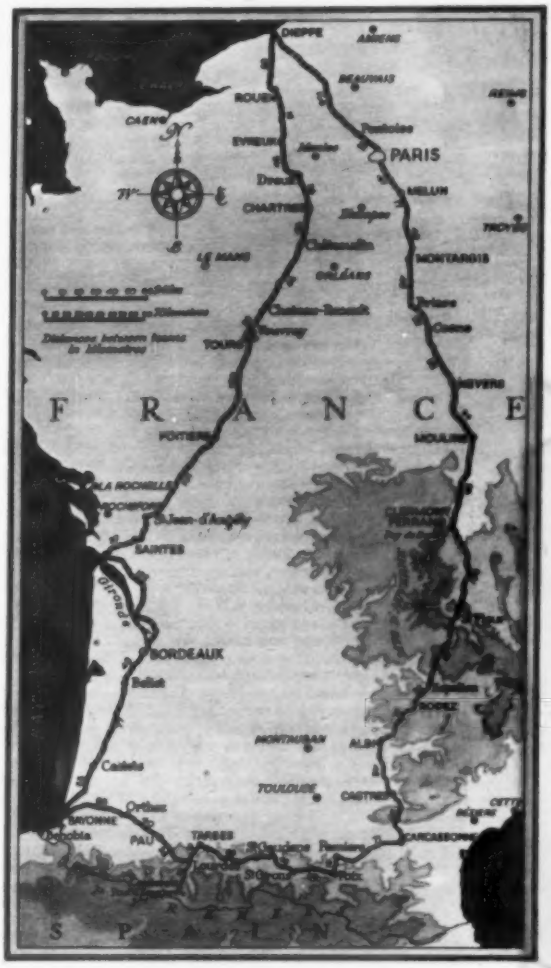
"That's a nice outfit you've got. How far do you expect to go?" "Down to the coast of the Bay of Biscay at the Spanish border," was the reply, "and then along the Pyrenees, turning north at Carcassonne for Paris and home, via the Auvergne mountains." With raised eyebrows the questioner rejoined, "All on £25?" This conversation with a Customs officer on the morning of departure from Newhaven describes exactly our plans for a foreign caravan tour fairly early in the year.

Before telling of the journey it would be as well to make a brief survey of the outfit used and the expense involved. The towing vehicle was a 1949 Austin A.40 with slightly more than 31,000 miles "on the clock." No major overhaul was carried out before the trip, but about 1,500 miles had elapsed since a careful decoking. The caravan, a three-berth Cheltenham Gazelle, of roughly the same age as the Austin, weighed approximately 15 cwt fully loaded.

The cost of taking the outfit across the Channel—including insurance—amounted to roughly £40, but this, of course, was paid in sterling and did not come out of the allowance of foreign currency. Like so many families we are two and a child, and therefore the allowance was £50 for ourselves, £15 for the daughter, and a further £15 for the car—£80 in all. In spite of the poor quality and high cost of British Pool petrol, a few francs can be conserved by crossing the Channel on the outward journey with a full tank (no extra petrol in containers is allowed), and returning with a near-empty one. The French *supercarburant* works out at a little over 6s 2d a gallon, but is so good that it is equal to an extra gear in the box. The mileage for the whole journey amounted to 1,864, for which 66 gallons were used giving over 28 m.p.g. at a total cost of £19.

So much for the dull, but rather important, economics. A calm crossing took us to Dieppe, where we almost had heart failure while watching the French stevedores unload our outfit from the hold of the *Rennes*. For this service a dock fee of 160 francs was charged. The only damage sustained was where the slinging wires rubbed against the guttering of the caravan. The French Customs official agreed that it was a "very good little house," and sat on one of the Dunlopillo mattresses, saying that that also was very good; he then made his chalk mark on the tyres, and we were free. But those few miles of sea had taken nearly a whole day to put behind us. We were asked to be alongside at Newhaven at 7.30 a.m.; the actual sea crossing takes only three hours; yet it was 5.30 p.m. before we had cleared all formalities at Dieppe.

It was too late to proceed farther, and the first night was spent on the golf links half-way between Dieppe and Pourville. This is a recognized site; the *concierge* is an Englishman who went to France in the 1914-18 war, married a French girl and settled down in the country. If you ever go that way ask him to show you what the Germans did to the hands of a green-keeper—in an endeavour to make him talk of things about which he knew nothing. In return for a site fee of 50 francs (20 francs for the car, 10 francs per head for the occupants and nothing for the caravan) he



Where the Loire murmurs its way to the sea. A town site at Nevers in the department of Nièvre.

£25 GOES A LONG WAY . . . .

continued

The Devon and Gazelle drawn up in front of the drawbridge entrance to the old walled city of Carcassonne.

opened the lavatories and turned on the water. The golf links are now non-existent; they were destroyed when the Channel fortifications were built by the Germans.

Out of Dieppe the next morning we were soon slipping along in pelting rain. Here was no crawling on winding, narrow and crowded roads as in Britain, but, instead, fast travel over beautifully graded arterial roads, wide, level and straight, and carrying a low density of traffic. Even with a caravan it is quite easy to maintain an average of more than 40 m.p.h. over long periods.

The intended destination for the night was a site on the banks of the Loire at Vouvray, near Tours. But this site, which is owned by M. Leroy, a vine-grower, was still a trifle soft after the winter rains, and we were invited to join some French caravanners in a nearby orchard. At Vouvray we sampled some of the wine for which the area is famous. The vintage years are 1921, '37, '45 and '47.

Again staying only one night, we moved off the next morning, after being told that there would be nothing to pay; and the day's travelling took us along the banks of the Loire and over to the Bay of Biscay coast at Vaux-sur-Mer—a small bay near Royan facing south at the mouth of the Gironde. Here we were made more than welcome by members of the French Auto Camping and Caravanning Club, who were holding a rally on the club's own site.

Rallying with the French will be the subject of some future commentary; it suffices here to say how pleased they were to see us and how generously they awarded us the first prize for travelling the longest distance to their rally.

Four days were spent in sunny idleness and chatting before we again moved on; this time down through the whole length of the Bordeaux forest to Biarritz. The Bordeaux forest is about the only area where restrictions are both definite and enforced; and when you see the devastation caused by the forest fires in 1949 the need for camping regulations becomes quite understandable.

At the suggestion of some of our friends at the rally we stayed a night at an official site at a place rejoicing in the name of Chambre d'Amour, about a mile north of Biarritz. As at Vaux-sur-Mer, only the width of a road separated us from the sea, and it was fascinating to watch, from the caravan windows, the great Atlantic rollers rise from an apparently glassy-calm sea, become crested and finally crash on to the beach.

Although the site was not officially open, it was possible to leave the Gazelle there while we ran down through St. Jean-de-Luz to Béhobie to take a peep at the Franco-Spanish border post. This took only the morning, and after lunch we were on road N117 heading east along the Pyrenees with Lourdes as the objective. For nearly the whole distance the road follows the course of the Gave de Pau, but the lower road from Pau to Lourdes, which looks so attractive on the map, is in fact a rather horrid example of ribbon building.

Expecting Lourdes to be crowded, we stopped at Peyrouse to ask a farmer's permission to park on his ground. No one appeared to be about until a farmhand was found in one of the buildings. He was clearing-up after lunch, which had been taken at a table with a series of shallow depressions scooped out of the surface to serve as plates.

No, the farmer was out. The farmhand didn't know where, but would go and look for him. While he searched, we waited—getting a little anxious as time went on, because of the gathering nightfall. Finally, it was found that the owner was out in his car; so it was decided to press on. At this point a Roman Catholic padre appeared and in excellent English directed us to a site within a mile of Lourdes.

Into the Pyrenees

As you push on into mountainous country, such as the area we were now in, suitable sites near towns become rather difficult to find because of the close cultivation of any workable piece of land. This site at Lourdes was the poorest of the whole trip and, incidentally, the most expensive at 100 francs per night. On one side was the electric railway along which a very frequent service ran, and on the other side were a main road and a weir.

What was lost in noise, however, was more than made up for in the picturesque beauty. By day all the mountains and the Roman Catholic shrine build up an unforgettable outline; by night the illuminated Cross on the top of one of the mountains gives the appearance of a Christmas card come to life. The town itself is a souvenir hunter's paradise.

A trip made from Lourdes was well worth while. The caravan was left on the site, and the A.40 sailed along uphill to Cauterets and on through a mountain road with numerous hairpin bends to Pont d'Espagne in the Hautes Pyrénées, where the road peters out—and so did the A.40, with a vapour lock in the fuel system. This was the only mechanical trouble of the whole trip, and it was easily remedied with a handful of snow held against the petrol pump.

Pont d'Espagne is 5,000ft high, and the A.40 was left to cool down while we climbed on foot over the snow round

Amid the pine trees of Vaux-sur-Mer. The French club's rally by the Bay of Biscay.

The impressive outline of Lourdes. At night a Cross on the mountains in the distance is illuminated.

the slopes of the Pic de Glaube (7,640ft) to visit the beautiful Lac de Glaube. Curiously, while on this climb, we met our padre friend of the previous day, who was now acting as guide to a party of youths from Glasgow.

The following morning saw us on road N21, en route for Montrejeau via Tarbes. For a while we thought of going on the second-class road through Bagnères, but close inspection of the map showed too many sections of more than 1 in 10 for us to be happy with a caravan so far from home. (In case of trouble, incidentally, it is useful to remember that there are agents for many of the popular makes of British cars at Bayonne and Biarritz.) Even so the first-class road from Tarbes over the du Plantaurel mountains is quite hilly in places, but the grading is, as usual, excellent.

While driving on these roads it is interesting to speculate on when the French gave up putting their towns on the tops of hills and started building them in the depths of the valleys. Every old city sits perched high in the air, whereas those of more recent date are approached by steep downhill roads with an equal climb to get out at the other side.

The day's driving brought us to a roadside stop near St.-Gaudéric—a convenient jumping-off place for Carcassonne the next morning. During the night a thunderstorm built up, having the most peculiar characteristics. On several occasions the thunder took the form of one loud "bomp" without either crack, roll or echo. So much did this resemble something hitting the ground that I instinctively waited either for an explosion or for the ground to shake.

Carcassonne is a marvellous old walled city—the happy hunting ground of the tourists of many decades. A conducted tour over the ancient city at 50 francs per head is well worth while. I know of no city more photogenic than Carcassonne. Much of it, of course, has been reconstructed, but great care has been taken that the work done should be real reconstruction and not merely daubs of cement attempting to hold the ancient fabric together.

The Economics of Feeding

An idea of the prices current in the south of France can be judged by a luncheon taken at the *à la Grillade* in Carcassonne. Three enormous pork chops with fried potatoes, salad, pineapple in Kirsch, Gruyère cheese, wine, Perrier and coffee came to slightly less than 1,400 francs (about £1 9s) including service.

Immediately on arrival in France one becomes a gastronome, but even when one is caravanning the francs have to be watched. On some days we fed ourselves entirely; on others, when we intended staying the night in the countryside, lunch was taken in a restaurant and an evening meal cooked in the van. When it was intended to spend the night on a town site, a picnic luncheon served as a midday meal, and dinner in the evening was taken out. Wine is extremely cheap in the country districts.

From Carcassonne our road turned northward, leaving the Pyrenees behind, and heading for the Auvergne mountains, via Albi and Rodez. This is most attractive country, but it is very strenuous from the towing point of view. Long, stiff climbs had to be made, at times to more than 2,000ft, but never was the A.40 required to use bottom gear. Scarcely five miles were passed anywhere without a spot suitable for a night stop presenting itself. To anyone from Britain this area has the added charm of having a considerable bird population.

Varying road heights had the effect of altering the seasons. The valleys at that time were equal to early summer in England, whereas a climb usually brought trees unclothed with leaves. The whole of the Auvergne country is a paradise for caravanning, whether on the British system of staying always in the countryside or in the French style of stopping for the night in the town squares.

Both styles were tried. One night was spent on a piece of old road left where a mountain road had been straightened; this gave a nice hard standing, with a nearby piece of green where the lavatory tent could be erected, and with a mountain stream to provide soft water for washing. A second night in the Auvergnes was spent on the banks of the River Allier near Issoire, and a third in the town of Nevers. Here was a kind of esplanade along the banks of the River Loire. To us it appeared somewhat insolent to park one's van in such a place, but the local gendarme could not understand why anyone should even bother to ask for permission over such a trivial matter.

A blanked-off old road near Pont de Tanus provided a perfect overnight site while traversing the Auvergne mountains.

That night we were lulled to sleep by the murmur of the Loire as it hurried its way over the shallows; and until dark and again from shortly after dawn came a procession of French women down to the riverside to kneel in their curious knee-boxes while the family washing was soaped, slapped, banged and rinsed in the river.

On such a tour as this it can be said that the country north of Nevers is mostly without interest. The ground is flat and completely cultivated; picnic spots are few.

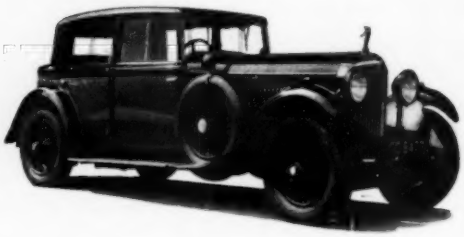
But there is Paris; and a trip to France without spending some time in that magical city is unthinkable—even for the hardiest, dyed in the wool, open-air caravanner. We were fortunate in that we had friends (M. Lagrange, the agent for M.A.R.C. caravans) with whom we could stay, but the club site on the south side of the city at Bagneux, is available to anyone holding an I.F.C.C. card.

A pressing invitation to stay another week-end in order to visit M. Defontaine's site in the forest at Fontainebleau had to be reluctantly but firmly refused (M. Defontaine is the president of the French Auto Camping and Caravanning Club). Instead, the dull journey to Dieppe was made in preparation for the following day's Channel crossing.

Our last few precious litres of *supercarburant* were spent sailing past the Sunday evening Brighton road traffic as it pinked its tortuous way homeward. The most surprised person connected with the trip was the bank manager—when we handed back slightly more than one-third of our travellers' cheques.

The approach to the Lac de Glaube in the Pyrenees is through some magnificent mountain scenery.

USED CARS ON THE ROAD



No. 41: 1931 4-litre Bentley Saloon

Price, new: £1,225 (chassis only) Secondhand: £450	Acceleration data (see text).	Fuel consumption 12-14 m.p.g. approx. Oil consumption negligible.	Speedometer reading: 64,133 Car first registered May, 1931.

IT must be made clear that the car tested was, in fact, a 1931 4-litre Bentley because, excepting those Bentley enthusiasts who know all the models well, there must be many readers who are unaware of, or have forgotten, the existence of a small number of these 4-litre cars. The chassis was the last to be offered to the public before the advent in Bentley history of Rolls-Royce. In a sense the car may be described as having started a trend which R-R promptly consolidated, for the characteristics of the 4-litre six-cylinder were quietness in running compared with earlier models, and less emphasis on sheer performance.

The car tested, which was provided for the purpose by Rawlings Brothers, Ltd., Rawlings Garage, 87a, Cromwell Road, London, S.W.7, was fitted with a four-seater saloon body by H. J. Mulliner, finished in light blue and black. It had suffered little from any type of decay, the doors all closing tightly and the body as a whole being free from rattles. The cellulose was well polished, and the brown leather upholstery and brown carpets were sound, although naturally showing their age a little. The beautifully made engine, with twin S.U. carburettors and neatly laid out "plumbing," was extremely clean and free from oil leaks.

General performance was good, if not really vivid compared with that of some Bentley models, and the considerable power could be used effectively without "rowing" with the gear lever. The car would travel majestically in top gear for mile after mile at good speed and with no sign whatsoever of engine distress, at the same time showing its heels to most other cars.

The non-synchromesh gear box was of the type which insists on the driver getting to know it well, and thereafter is at once an obedient servant and a pleasure to operate. The steering was free from excessive play and not unduly heavy when the considerable weight of the car was remembered. Typical of the quality of manufacture was the way in which everything worked so well, just as if some 21 years of life had been merely a running-in period. The suspension, for example, was equipped with Telecontrols, with the control knob and pressure gauge on the facia, and the whole mechanism operated as well as ever. The brakes were remarkably adequate for present-day road conditions, and the bus-like hand brake lever was really positive.

Controls included levers at the steering wheel boss for ignition advance and retard, throttle setting, and mixture. On the facia were neat instruments, marked white on black, for speed, oil pressure, water temperature, and so on; and refinements included a cigarette lighter, opening windscreen and sliding roof. Useful life remained in four of the tyres, only the spare being bald.

This car was altogether satisfying, the general condition being remarkably good. The only fault was an onset of fuel starvation trouble which upset the performance figures, and which was subsequently diagnosed as being an air leak in the Autovac system caused by a faulty fibre washer.

No. 42: 1947 Morris Eight Saloon

Price, new: £265 plus £74 7s 3d purchase tax. Secondhand: £490	Acceleration from rest through gears to 30 m.p.h. 9.3 sec. To 50 m.p.h., 33.2 sec. 20-40 m.p.h. (top gear), 18.9 sec. 30-50 m.p.h. (top gear), 24.2 sec.	Fuel consumption 37-42 m.p.g. Oil consumption negligible.	Speedometer reading: 16,784. Car first registered June, 1947

IN Britain the Eight has become the accepted standard for economical motoring combined with the refinement of a "real" car and a useful, lively performance. And among the best known Eights is the Morris, which has always been hard to beat on m.p.g. and refinement, and which has always been a particularly willing worker on the road. The 1947 model tested was provided by Brew Brothers, Ltd., 133, Old Brompton Road, London, S.W.7, and it was the two-door version complete with a sunshine roof; that fitting so dear to British motorists but which has largely disappeared during the export drive.

The car had recently been recellulosed in black, and it must be emphasized that a very good job had been made of it. The result was the appearance virtually of a new car, and, indeed, it was only knowledge of its real age, and relating this to the gleaming cellulose, that prompted detection of the new paint. The chromium plating was in keeping, combining to give a completely glittering exterior appearance. The upholstery and carpets were brown and so clean and free from wear that five years would never have been estimated as the life of the car on casual inspection. Only the interior roof lining showed age, and this was primarily because there had been a leak at some time at the rear end of the sliding roof.

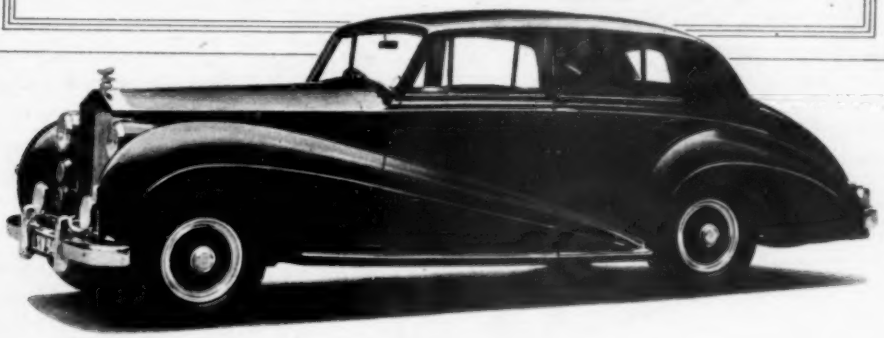
The very clean engine was easy to start, and pulled well without use of the mixture control quite soon after starting from cold. There is something about the willingness of the Morris Eight engine in good condition which this particular car had in full measure; the way it revs so freely in the intermediate gears, transmitting its power via the four-speed gear box, and the way in which it is content to romp along on the open road without protest at any speed within its capability. Never was there any engine smell inside the car or any suggestion that all was not well mechanically. The synchromesh on the three upper gears worked smoothly, the only sign of mechanical wear and tear being occasional judder when changing down into third

at the higher end of this gear's speed range. The oil pressure always remained round the 50-plus mark.

The steering was very light, quick and positive; and the suspension was taut, and backed up by effective spring dampers. The brakes were thoroughly up to their job and the feature of a good hand brake lever between the seats was appreciated.

Two of the tyres were good, two rather more worn, and only one (the spare) rather poor. A complete tool kit was included in the equipment, with a jack and tyre pump. All the instruments were working well, apart from slight stickiness of the fuel gauge pointer in the lower part of its arc. Apart from the sunshine roof and rear window blind fitted by the manufacturers, the car tested had a number of other useful pieces of equipment, including a radiator muff, fog lamp, electric windscreen demister bar, and a hinged, transparent smoked sun vizor.

The English countryside has never been better suggested than by Constable in his "Flatford Mill." This picture hangs in the National Gallery, London, and is here reproduced by permission of the trustees.



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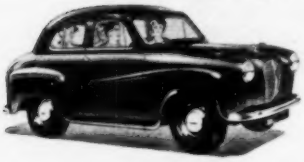

From SEVEN .... to SHEERLINE

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An attractive, active saloon, built for comfort *and* speed. Easy to handle, roomy, economical—it has the record-breaking O.H.V. A40 engine with improved induction and cylinder head design for even better performance.

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Distinctive yet discreet. Luxurious but in the best of taste. This superb car combines many modern refinements with lines of classical grace. The 6-cylinder O.H.V. engine gives a continuous flow of smooth, silent power for motoring at its restful best.

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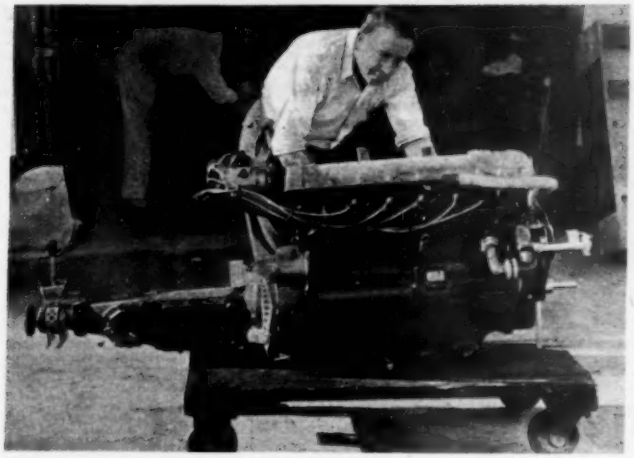


Mr. J. Tatlow, general manager of the M.G. company, looks up quizzically from the 2-litre six-cylinder, experimental engine used for the Class E records.

EYEWITNESS AT UTAH

The Story of Goldie Gardner's Recent Record Runs

By . . . . . GRIFFITH BORGESON

WELL, Goldie has done it again. The "hot-rod" school that convened at Utah's Bonneville Salt Beds at the end of August suffered a hard blow when, a few days before they arrived, a 1,800 lb car from England went at over 200 m.p.h. using a 1,250 c.c. M.G. TD engine.

On August 16, American newspapers informed their readers that Lt.-Col. Goldie Gardner had that day gone into a spin at 193 m.p.h., that his car had been demolished and its driver severely injured. An immediate call to Bonneville Salt Beds headquarters at Wendover, Utah, produced the soothing voice of Nuffield's Mr. Dick Benn, who assured me that the car and its driver were in sound condition. A few hours later I was in Wendover, listening to Goldie telling the story.

It had been an extremely close call. The salt was wet and slippery and, screaming around the 10-mile circle at full throttle, Goldie's "Magic Midget" abruptly swung its nose inward. Gardner corrected, but slick salt and equally slick "bald tread" tyres sent him into a 3,000ft skid. At a good 150 m.p.h. the car struck a course marker—a six-foot pole with a three-foot square sign at its top. The pole hit the side of the car and the sign-board crashed down on the plastic bubble which encloses the driver's head. The plastic turned to splinters, many of which embedded themselves in Goldie's face and glanced off his goggles. The sign itself struck his head, which was protected by only a linen helmet. Stunning as the impact was, Gardner retained consciousness and stopped the car.

That was when the 10-mile circle was attacked with Nuffield's experimental, 2-litre, single-overhead-camshaft engine. It was after 80 miles had been covered that the spin-out took place, after Gardner had lapped consistently at about 154 m.p.h. and had gathered up 14 new International and American National Class E records.

The manifest power of the experimental 2-litre engine convinced Goldie that it should be tried on the sprint course, although the high-boost power unit prepared by the factory specifically for sprints had not been ready in time to be shipped to Utah. He tackled the 9½-mile straightaway course with the engine in its original long-distance "endurance tune." Gardner entered the mile traps at better than 190 m.p.h. —some 5 m.p.h. better than the existing record. But a third of the way down the course violent noises emerged from the engine and he shut off: he had lost a piston. Still, he had covered the first third of the mile at a clocked 192.7 and, *coasting* the rest of the distance, covered the mile at 177.4! Goldie believes that, with fair luck, the car with this engine could cover the mile at 197 m.p.h.

Two days were devoted to installing the Class F engine, and on the morning of August 20 we were on the salt at dawn to witness the record attack. The last trace of wind died away by 8 a.m. and Gardner announced that he was ready to run. Syd Enever, chief planning engineer of M.G., slipped into the cockpit and warmed the engine for about two minutes, motoring slowly around the pit area. Then the standard tyres and wheels were removed and replaced by a set specially prepared by Dunlop. These are absolutely bald and the rubber is only one millimetre thick. Hard plugs were installed, Gardner took his place in the cockpit and was pushed on his way at 8.05 a.m.

As revs mounted, the bark of the four tiny cylinders changed rapidly to a clean and steady scream. Long after the car had disappeared in the distance the scream kept the pits advised that all was well with the blown TD. We had "walkie-talkie" communication between pits, timing stand, and the far end of the course. One of the first figures flashed to us was 195.75 m.p.h.! At the end of his return run Gardner's first words were to Enever—"We'd better have a chat. We seem to have something here."

Rapid adjustments were made and the car was ready for another two-way run. This time 202 m.p.h. proved to be the best the car could do. Five-

Goldie Gardner and S. Enever (M.G.) discuss the figures in the "little black book" during the record preliminaries.

EYEWITNESS AT UTAH . . . . continued

mile and ten-kilometre records were concentrated upon and were gained, then it was decided to change to a lower rear axle ratio, substituting 2.8 to 1 gears for 2.9. The following morning another pair of two-way runs was made, showing only slight improvement over the previous day's performance but adding another three records to the long list.

The car, equipped with this small engine, should be able to go much faster. Gardner kept the tachometer needle between 7,200 and 7,300 r.p.m. At 7,000 r.p.m., with 2.9 gears, it should do 215 m.p.h.; with 2.8 gears this should be 222 m.p.h., but instead of the 12- to 14-mile course that would have been available were it not for the unexpected rain, the course this year was only 9½ miles long. The A.A.A. timer's tapes show very clearly that the car was still increasing its speed as it left the traps. The other big reason for the figure gained was slip of the tyres on the wet, greasy salt.

The odds were very much against Gardner accomplishing anything this year, but he outdid his last year's performance by establishing 21 new records. The most significant accomplishment of all was the breaking of the 200 m.p.h. mark with a TD engine. To date, Goldie's record car has taken 101 records. The one Goldie wanted most to break—and did not—was his own for the Class F flying kilometre: 204.3 m.p.h., done back in 1939 using an M.G. K3 Magnette engine.

CHOIRBOYS' OUTING!

Team of Singers Wins Riotous Six-hour Relay Race

ONCE more the 750 M.C. have scored a signal success with their Six-Hour Relay Race at Silverstone, which took place last Saturday. As last year, this event was characterized by an almost complete absence of red tape and restrictive regulations; each team could consist of anything from one to six cars, with anything from one to six drivers. The cars could run in any order, for any period; the same car could go out again with the same or another driver, as many times as desired or found necessary, and the only essential was to circulate the sash with which each team was issued for as many laps as possible within the six hours. By this means, it was practically certain that almost all the 34 teams which started would still be running in some form or other at the finish.

Right from the start there was plenty of excitement. Fortunately the weather was kind, if dull, and the rain which fell on other parts of the country did not, for once, include Silverstone in its orbit; and a very good job too. The vast variety of cars taking part, from machines constructed to the 750 formula of the organizing club on an Austin Seven basis to DB2 Aston Martins and XK120 Jaguars, all got off in good order, and within five laps the leaders had lapped the tail end of the field. From then on the afternoon was one long squeal of tortured tyres from all three corners of the short (1.6-mile) club circuit. Incidents there were in plenty, far too numerous for individual record; cars spun round everywhere, bumped marker tubs, ran on to the grass, lost wheels, broke vital components; but not one serious accident occurred and everyone without exception enjoyed himself tremendously.

From the start it was obvious that the team of Singers, including the surprisingly fast 1½-litre driven by James Tilling, was going to be hard to beat. Also the team of Ford saloons, of which Hamish Orr-Ewing's Eight Popular, driver's beard bristling, roof, trimming and all other removable objects missing or replaced by light alloy and celluloid, travelled fantastically fast, even more so than team-mate Jack Reece's rally Export Anglia. The team of DB2 Astons driven by G. Sykes, Peter Clark, Pat Griffith and Morris-Goodall went fast and well, as did some of the XK120 outfits, but were unable to cope with their handicaps. The palm for spectator interest must go to the Austin Seven specials, some of which performed antics and suffered troubles which were almost unbelievable. One of these teams actually changed the engine from one car into another, thus making one good one, while the third remaining member of the team proceeded rather unhappily around the circuit with the father and mother of all wheel wobbles every time he applied the brakes for a corner; but they finished strongly and with immense determination. Gil Tyrer (B.M.W. Special) made repeated pit stops with an elusive misfire, changing first the coil, then the condenser, then investigating the fuel supply, while his two slower team-mates held the fort; the B.M.W. finally had to retire, but not before the many interested onlookers at his pit had at last had a good look at this new and mysterious 1½-litre engine, which proved to be a bored-out version of the Fiat 1400.

Altogether a very good day's racing, and an excellent illustration of the friendly atmosphere which seems almost the prerogative of a club meeting—even if it has a national permit.

PROVISIONAL RESULTS: 6hr distance 1,699 miles

1. Singer O.C.: Singer 347 Le Mans Replica (D. Eyre), 972 Le Mans (P. A. Bailey), 1,496 (J. Tilling). 47 credit laps plus 223 laps covered—270 laps. 59.77 m.p.h.

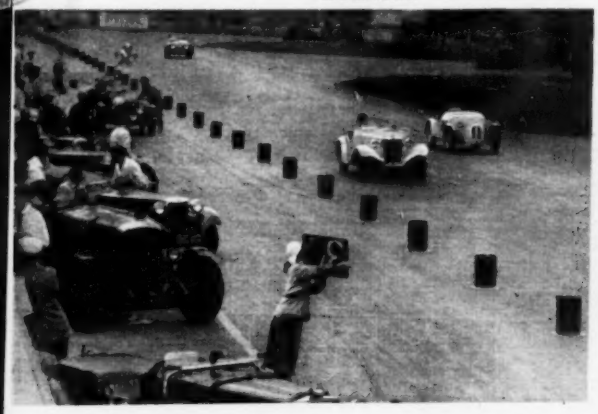
2. Ford Saloons: Export Anglias 1,172 (J. G. Reece and J. G. Armstrong), Popular 935 (J. H. Orr-Ewing). 70 plus 192=262. 51.46 m.p.h.

3. Odds and Sodds: M.G. 1,292 (H. H. Gould, I. Lewis), H.R.G. 1,074 (J. H. King), M.G. 1,250 (M. D. King), Bugatti 1,496 (D. M. Jenkinson), Fiat 1,396 (Count D. G. Maraldi), Cuff Spl 1,142 (W. C. Cuff). 44 plus 216=260. 57.69 m.p.h.

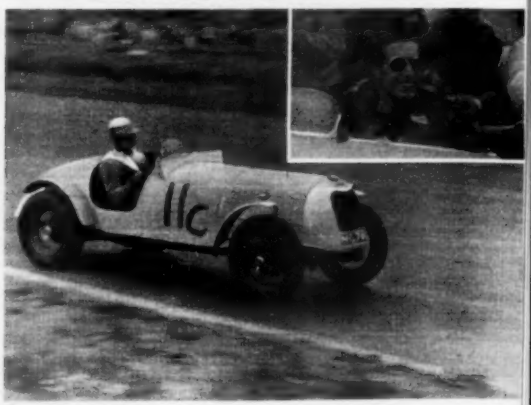
4. Sporting O.D.C.: Jaguar 3,442 (C. M. Kemp), Allard 3,917 (G. P. Shea-Simmonds), 4,375 (P. Jackson), J.A.O. 3,940 (P. Westley). 15 plus 244=259. 65.39 m.p.h.

750 Formula Division: 1, Notts and Midland (G. B. Gahagan, R. D. Hole, E. G. Vaughan, C. T. Howse, J. W. Whitehouse) 196 laps covered, 52.53 m.p.h.; 2, Oxford Area (R. H. Grimsley, G. Buckingham, H. D. Chapman, K. S. Jeffery) 195; 3, North London (L. L. West, P. O. Liddle, J. E. Ginn, J. E. Balthouse, S. O. Marler, N. W. Crane, R. P. Lowe, N. Lowe) 194.

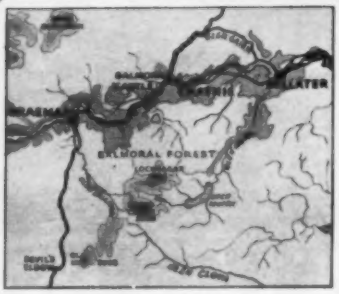
Greenhalgh's M.G. receives a pit signal, while further down the line D. M. Jenkinson's Type 37 Bugatti prepares to go out and do battle.



James Tilling (inset) in the 1½-litre Singer which was the mainstay of the winning team in the Six-Hour Relay Race, entered by the Singer O.C.



For the sheer joy of driving...
I'd like to go there in an
ALVIS



Across Balmoral Forest

the snow-bright range of Lochnagar rises high above Deeside. Along these roads to Braemar the Clans gather in September. And there, of course, the loyal and devoted clan of ALVIS drivers will be worthily represented. In the words of "*The Autocar*" Road Test February 15th, 1952 . . .

"An experienced and critical driver will not fail to be impressed by the feel of the car; its handling qualities at both high and low speeds are much above the average."

Photograph by courtesy of the British Travel & Holidays Association

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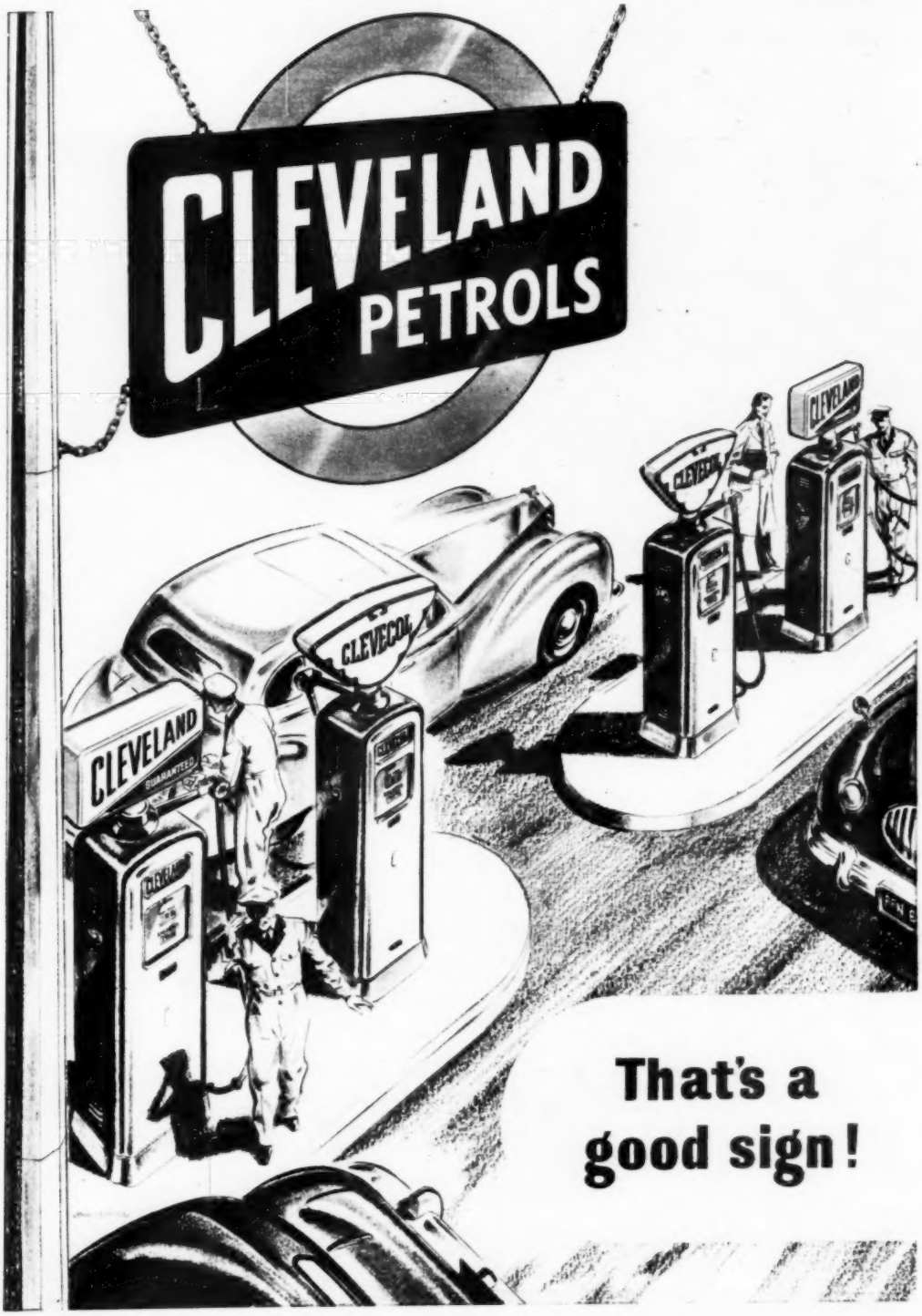
CLEVELAND
PETROLS
CLEVELAND
CLEVECOL
CLEVELAND
CLEVECOL
CLEVELAND
That's a
good sign!

Looe's fishing industry has taken second place to the more modern tourist trade. Here the boats in the Cornish harbour stand, supported by "legs", waiting for the next tide to float them.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

STOP LIGHTS

A Practical Suggestion

[64408.]—May I suggest two improvements to stop light switches, which may help Mr. Clive Leedam [64338], and also may interest the Derbyshire police.

To effect the quickest response to the foot on the brake pedal, could we not use a flattened horn switch and fasten this under the rubber pad cover of the brake pedal? Insulation would be necessary to prevent any earthing, but the stop light would operate even before the brakes were applied.

A method I used on a Ford Eight, whose stop light switch was always filling with water and becoming inoperative, was to make a mercury type switch by inserting two assorted length wires through the cork of a small phial, and placing a puddle of mercury at the bottom. The switch was then connected to extension wires from the disconnected manual (or pedal, for purists) switch and taped on to the stem of the brake pedal. A little experiment was needed to fix the wires in the phial to the correct length so that, when the phial was tipped by the movement of the brake pedal, the mercury contacted each.

The main snag in either of these schemes is the flexible wiring to the pedal top, or stem, but I believe that the undercarriage type of switch is subject to water and dirt, broken springs, and so on, and is capable of improvement. Have any of your readers tried an inertia type of ball or mercury switch for this purpose? ERIC EDWARDS.

Birkenhead, Cheshire.

Another Advocate of the Mercury Switch

[64409.]—May I be permitted to comment on the letters, in the issue of August 15, concerning stop lights, from Mr. E. D. Nichol [64368] and Mr. W. Iddins [64369]? It would appear that there are considerable possibilities in the fitting of a mercury-operated switch to replace the conventional type, as, when suitably mounted, such a switch would operate on the surge provided by rapid deceleration, and this is precisely the point at which to provide a warning signal.

Careful consideration would naturally have to be given to the design of such an instrument, but basically it has the attraction of depending on absolute forces rather than the pressure of the driver's foot on the brake pedal. This may vary with different cars of the same model.

With regard to your correspondent Mr. Iddins, I have an "L" series Vauxhall Wyvern embodying a fluid pressure switch, but find this rather unsatisfactory. The switch originally fitted operated at very low brake pedal pressures, but I had occasion to replace it owing to leakage, and now find that the pressure neces-

CORRESPONDENCE . . . . . continued

sary to operate the replacement switch is such as to cause the wheels to lock.

Possibly this experience may be unfortunate in that my present switch may not conform at all to the general trend, but I feel that this may be an argument in favour of the use of an instrument functioning entirely on deceleration, e.g., a mercury-operated switch. Being hermetically sealed the latter should give no service trouble, but it will be interesting to have the views of readers on the question. A. M. HALL.

Wigston Fields, Leicestershire.

DORKING REPLIES

Visiting Motorists are Welcome

[64410.]—The attention of my Chamber has been drawn to your comments in your issue of August 29 under the heading "Danger of Dorking."

May I reassure motorists generally that they will not be persecuted by the local police if they visit our beautiful town? On the contrary, they will receive every help and consideration.

This statement must appear at variance with your report of large numbers of speeding cases heard in the local magistrates' court, but the truth is that owing to a freak of the geographical areas of administration, a stretch of the main London-Brighton road at Hooley and Lower Kingswood comes within the jurisdiction of the Dorking court, although it is several miles from Dorking and is a road which nowhere touches Dorking. Moreover, this road is in a Metropolitan Police area, and so it is not even the local police who bring the cases.

Your article refers to a recent occasion on which 30 local police were assembled at the court to deal with speeding summonses. My enquiries show that there were in fact 33 traffic cases on that day and the Metropolitan Police were concerned with all but one of them. C. R. WATSON, Secretary,

Dorking and District Chamber of Commerce.

Dorking, Surrey.

ZEBRA CROSSINGS

The Danger of a Self-righteous Attitude

[64411.]—A few days ago, passing through the Somerset town of Keynsham, I was interested to see small notices attached to the beacon posts of zebra crossings, and obviously intended for pedestrians, reading "Give the driver time to stop." I do not know if this is a local idea, perhaps for the recent "Safety Week," or whether it is intended to have these on a national scale. In either case I must suggest that this insistence on "Stop" may do more harm than good in its implication that it is necessary every time the crossing is used.

Only in very few cases, of life-or-death haste, is it necessary for a pedestrian to cause a motorist to bring his vehicle to an abrupt halt, and, indeed, for one deliberately to do so must surely seem an unreasonable use of the crossing as a safety device. Yet more and more pedestrians seem to be insisting on this as their right, and, although the safest time to cross the road is obviously when it is clear and there is ample time to cross before a distant car arrives, they will purposefully stand upon the crossing until the approaching motorist, who has already accorded them precedence by slowing to a crawl, has to come to a complete stop.

I witnessed a typical example of this inconsideration while walking recently. At a zebra crossing, with a clear view in either direction for a considerable distance, a man, a woman, and a small boy were standing on the pavement. A car was approaching nearly three hundred yards away. I naturally crossed without any hesitation, and the small boy started to follow me. I heard the man growl at the boy—"Come back, make him stop!" At the other side I turned to watch.

The driver of the approaching car had slackened speed but, seeing the child called back, and that the people on the pavement stood there all the time they were in his view with no sign of intending to cross, he accelerated again. As he did so the whole party, apparently having heard that cars can stop in their own length, stepped off and stopped right in his path. The driver justified their belief—it was a very new car—but had it been an older vehicle, or had the road been wet, nothing could have saved them, and the resultant outcry can well be imagined.

The pedestrian is, of course, already bound by law to use these crossings in a reasonable manner, and it is actually an offence to pause or loiter when on a crossing, but might it not be possible for the law to be more strongly enforced—particularly in cases such as the above?

Further to this, the layout of some crossings is such as to invite disaster, chiefly those where pedestrians, suddenly coming from behind a high wall, are over a narrow pavement and on the crossing in a couple of steps. To put the whole onus of responsibility on the motorist under such conditions would seem a particularly unfair discrimination in favour of that far more manœuvrable road user, the pedestrian.

Bristol, 3. CLIFFORD J. WARREN.

LUBRICATION

Effect of Low Viscosity Oils on Worn Engines

[64412.]—I read your Editorial in the issue of August 22 with interest, and could not agree more that some clarification of the position regarding low viscosity oils would be welcome.

It appears to me that the most serious shortcoming of these oils is the lack of cushioning effect between the teeth of gears in the engine. In a new engine, of course, where all clearances are at a minimum, this would probably be of little consequence, but, in a worn one, surely wear would be further accelerated by this lack of cushioning?

With regard to detergent oils and the use of colloidal graphite running-in compounds, I have heard it said that a straight mineral oil should be used during the initial period, a change being made to a detergent oil after the graphite has had time to penetrate the pores of the metal. JOSEPH MOSS.

Leyland, Lancashire.

Low Viscosity Oils Lost in Heavy Quantities

[64413.]—Your Editorial of August 22, on the newer oils, contains a warning which has not been sufficiently publicized. I refer to your comment that these thinner oils are even more searching, and will frequently be consumed in almost heavy quantities.

The engine of my car was filled with an oil of lower viscosity early last winter, and, when I examined the dipstick at about the usual mileage, I was horrified to find it only just touching the oil.

Had I been warned, I would most certainly have kept a closer watch on the level. NORMAN V. WILLIAMS,

Cardiff. M.B., Ch.B., D.P.H.

HOODWINKED

Subterfuges of the Law at St. Ives

[64414.]—Forty-five years ago I, as a motorist, had my first encounter with the police. Proceeding flat out (35 m.p.h.) over a desolate stretch of the Great North Road, which in 24 hours saw, perhaps, a bare half dozen motor vehicles and fewer carts, I found ahead of me a gentleman in a Norfolk coat and dark blue trousers. I had been "trapped."

Some years later in Surrey, while riding a motor cycle, I came upon a long stretch of shiny, wet tar. A footpath provided a means of dodging it. On the path was a pedestrian who, as I approached from behind, drew courteously aside. As I passed, he shot out an arm and sent me sprawling in the tar. The arm was that of the Law.

These and other trifling encounters led me to develop a wonderful eye for policemen, Norfolk-coated or in uniform. I learnt to pick them out far ahead and to watch them so carefully that never, until this week, have I given one of them cause to frown upon me. Now, after all these years, I have encountered a new device for making a criminal of me. It works like this.

In that delightful (for all but motorists) Cornish village, St. Ives, I saw, at a right-angled turn, precisely what one would expect: a policeman. In accordance with the custom of years I gave him my full attention. I saw him indicate to another car that it was to proceed. I saw him glance at me and move towards the pavement. All was well; I advanced. Immediately the welkin rang with shouts: "What do you think . . . Can't you see . . .?" and so forth. Fumbling for the inevitable pocket book, the Law advanced. Then, only, did the device for my capture make itself apparent. Behind the policeman was a gentleman in white. The blue uniform, to which, for 45 years, I had paid such close attention, had caught me at last—with an attendant camouflaged in a white nightshirt!

It happened that my explanations were accepted, and, shaking

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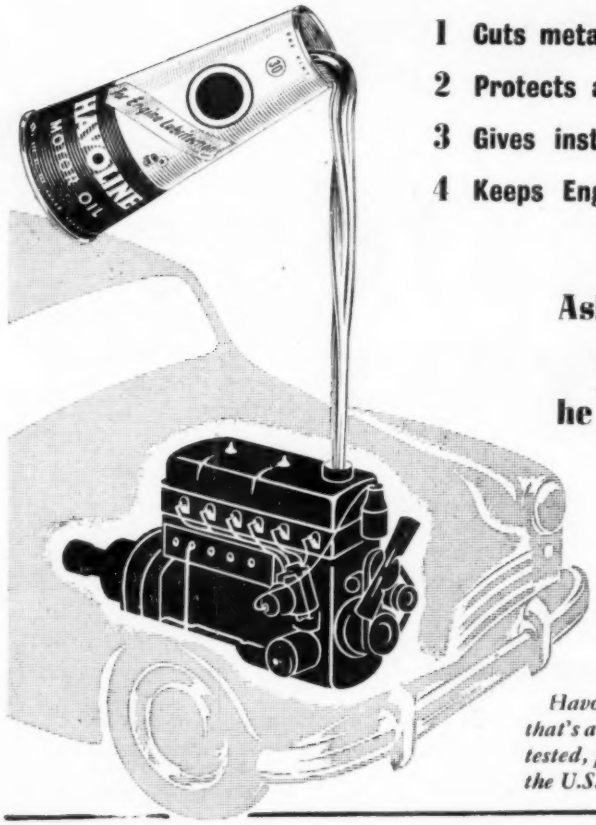

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CORRESPONDENCE . . . . . continued

with terror at the narrowness of my escape, I went on my way. Would you believe it, within half a mile I was being cursed to high Heaven for obstructing the traffic with my genuflections to one of the van drivers of a local grocer, also in a white dust coat. I could stomach the Norfolk jacket; it was all in the game. But not this white nightshirt business. Frankly I consider that this is cheating. GEOFFREY S. GARNIER (Capt.)

Newlyn, Penzance.

HOT-OIL SMELLS

A Cure for a Common Complaint

[64415.]—Many cars develop unpleasant "hot-oil" smells, despite the apparent cleanliness of the engine and gear box. If the mixture of oil, grease, flies and dust, thrown there by the fan and pump bearings, is removed from the underside of the bonnet and, particularly, the radiator header tank, a remarkable cure can be effected. J. G. DOUGLAS, M.I.P.E.

Aberfeldy, Perthshire.

DRUGS

Dangerous Side Effects of Dexedrine Unlikely

[64416.]—Your correspondent, Mr. W. B. Rowntree [64396], appears to have fallen into the common error of isolating a sentence from its context in order to draw from it a totally erroneous conclusion. I am unable to tell from his letter just how great is his experience of the amphetamine drugs, but I would remind him that it is unwise to draw general conclusions as to the behaviour of any drug from one or two isolated cases. Out of an experience amounting to nearly a hundred cases, and extending over four years, in this practice, I have yet to find any patient complaining of serious side effects following the administration of Dexedrine. It is true, as I pointed out in my article [*The Autocar*, August 1], that, under conditions of extreme fatigue, it can result, in some people, in a state of mild and transient confusion, but it is far less liable in this respect than some of the other members of this group of drugs. This tendency towards confusion is a personal idiosyncrasy on the part of the individual taking the drug, and can easily be avoided by giving it a trial run first, when the confusing effects are easily apparent.

It is the other drugs in the group which are the most likely to cause undesirable side effects, and it was the desire to warn competitors against the use of these drugs which was my main object in writing the article. It is important to realize that these side effects are the result of certain impurities in the drugs, and, to that end, I always prescribe the proprietary Dexedrine, which is available in a more highly purified form, rather than the cheaper National Formulary equivalent Dextroamphetamine Sulphate.

If Mr. Rowntree will take the trouble to re-read my article he will see that, after detailing the possible unpleasant side effects of the other compounds, I went on to say, "Undoubtedly the best and *safest* drug is Dexedrine . . . It is more or less reliable, and *appears* to be free from unpleasant side effects." This is not meant to imply that Dexedrine is completely safe, (whatever that may mean), but states that, of the drugs available, the *safest*, i.e., the one least likely to cause trouble, is Dexedrine. Moreover, I was careful to point out, in a succeeding paragraph, that even this should not be used for the first time in a rally, since its effect could not be predicted with certainty. I was also careful to complete the prescription by saying, "It is important that the dose should not be repeated unless sleep has intervened." Taken in conjunction with the statement that the effect persists for up to eight hours the frequency of dosage should be obvious.

When used medicinally, for the treatment of obesity, depression, narcolepsy and other pathological states, the administration of Dexedrine is continued for a considerable period, often amounting to weeks. It is highly unlikely that, in the dosage mentioned in the article, it will interfere with the enjoyment of food, tobacco, or alcohol of any driver, and the suggestion that it may do so, by Mr. Rowntree, is quite unwarrantable and grossly misleading. Moreover, if he had had any practical experience of motor rallies he would know that opportunities for self-indulgence during a motor rally are severely limited!

With reference to the potential drug experimenter, it is, of course, true that these drugs can be obtained only upon prescription. I did not feel called upon, however, to make use of the pages of *The Autocar* to proffer advice which is more relevant to the consulting room. I was rather concerned, having regard to the ignorance of some of my confrères on this subject, to throw a little light upon what has hitherto appeared to me to be rather a dark corner. The majority of practising doctors, judging from the conversations I have had with other rally drivers, have little knowledge of the conditions experienced by competitors in long-distance rallies, and find difficulty in giving accurate advice when consulted on the problem. Your correspondent's use of the terms "trials run" and "trial drivers" when he meant motor rallies and rally drivers suggests that he, too, is somewhat ill-informed upon this subject.

Diss, Norfolk. IAN C. B. PEARSE.

FOR MERIT

Cash Incentives for Safe Drivers

[64417.]—I was intrigued at "The Scribe's" suggestion (*The Autocar*, August 22) that certificates or badges should be presented to safe, safer, and expert drivers. His idea that a cash award would be the most powerful incentive towards safer driving is sound common sense.

As he refuses to carry his idea further, I may be able to help. It is really quite simple.

A group of drivers, the larger the better, should contribute to a kitty. Those who have accidents automatically drop out, and those remaining share out the kitty; a time limit would, of course, be necessary.

Any improvements on this idea? R. D. HOLLIS

London, E.10.

WELL . . .

Another Situation Vacant

[64418.]—When are you going to replace the page by "The Scribe"? I should think everyone is heartily sick of hearing "The Scribe" describing the exclusive adventures of "The Scribe"; he talks of no other.

Otherwise a satisfied reader for many years.

Newcastle-on-Tyne. NORMAN BELL.

[The Scribe comments: Would anyone like to employ a conscientious page-filler? Keen motorist. . . .—ED.]

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SHELSLEY

Three Class Records Fall in Good Day's Sport

The Ford V8 - engined Meph'gatti, driven by "T. Dryver" and entered by B. Hopcutt, provided a diversion by spinning completely round in the Esses.

THOUSANDS of enthusiasts of both sexes, appropriately dressed in summer frocks or open-necked shirts, lined the high banks of Shelsley Walsh last Saturday. They were provided with five hours plus of thrills by the Midland A.C.'s classic hill-climb, which will always be known as "the" 1952 event because the earlier fixture had to be cancelled.

While the record for the sinuous gradient of 1,000 yards was not broken and remains to the credit of Ken Wharton and his blown 1,000 c.c. Cooper at 36.62 sec, three class records were raised just that little bit higher. Ken Wharton had four cars entered in different classes, in three of which he already holds the class record, but although driving magnificently he failed to beat his previous best.

Happily the meeting was unmarred by serious accident, although Tony Crook crashed at the S bend in practice on the Friday with damage to both himself and his Frazer-Nash. He was unable to compete on the Saturday, therefore, but was present in the paddock. Rupert Instone also escaped serious injury when he brought Randall's blown 1,096 c.c. Djinn up on his first run and clouted the bank in the S bend, although he "tapped his own claret" by banging his nose on his wrist watch in the violent full stop.

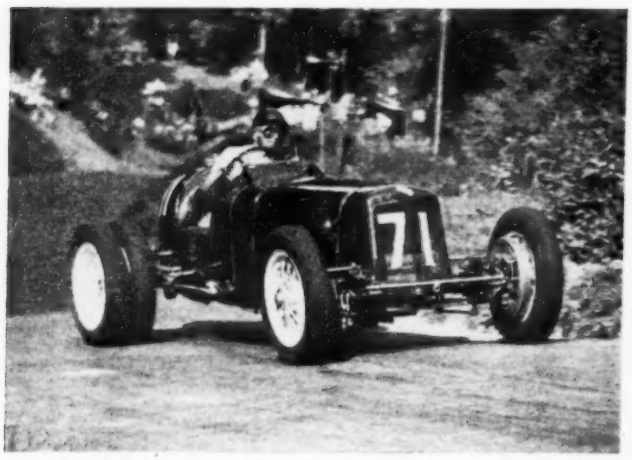
It is becoming a Shelsley tradition for the event to be opened by an *ascent d'honneur* and this year it was Leslie Johnson in the Montlhéry Jaguar who received the plaudits of the crowd. Then punctually at 12.30 p.m. the formula 3 racing cars lined up, eight Coopers, two Kiefts, two Iotas, and one Marwyn, Tiger Kitten, Kumbang and Arengo.

J. W. Burgoyne set a hot pace by clocking 42.55 sec in his Cooper, cutting out late for the S bend. C. A. N. May, also in a Cooper, got down to under 43 sec on his first run, actually 42.98 sec. So did H. L. Williams in his Cooper with 42.17 sec. Although he was a shade too fast into the S he held the resulting slide in masterly manner. W. Nicholson, B.S.A. test rider, handled his blown B.S.A.-engined Kieft in style, had plenty of urge in his engine, but the car developed a mighty slide through the S and probably lost a couple of seconds: time 46.15 sec. On his second run Nicholson made no mistake and improved this to 44.20 sec. Summers' Kumbang was too high geared, and C. G. Arengo's Arengo seemed to have the same complaint. Fay Taylour got her Cooper off the mark well and recorded 45.62 sec, improving it to 45.26.

Finally Ken Wharton closed the class in a Kieft instead of a Cooper, and in spite of a poor start rocketed up to the S, slid a little and was away to the finish, time 41.51 sec. His class record, also in a Kieft, is 40.80 sec, made last September. His second run took 41.64 sec. Few improved their times on the second runs, although Clive Lones got the Tiger Kitten really travelling and reduced his 43.05 sec to 42.76.

Next came the 501 to 1,100 c.c. racing class, with J. H. Webb making a fast and steady climb in the blown 1,087 Turner in 42.97 sec. G. H. Fisher's 1,093 Amilcar, also blown, showed tremendous urge as he accelerated out of the bend to the finish. Rupert Instone got Djinn off the line in a splendid start, but pranged the bank, and his nose, as related. "Pathfinder" Bennett in his 998 Cooper-Vincent took a somewhat uncertain path through the S owing to wheelspin and slides but made the good time of 42.71 sec. B. E. Bradnack, bulging out of his blown 1,098 Cooper, got off to a terrific start, lost no time in the bends and clocked 42.10 sec.

Again Ken Wharton closed the class, in his 996 c.c. blown cooper. From a good start he nipped through the Kennel bend, approached the S at a speed which made spectators gasp, changed down, took the bends with practically no slide but at high speed, and had gone! A great performance, in 36.97 sec, his own class record and the Shelsley record being 36.62 sec.



Driving Peter Bell's 1,970 c.c. E.R.A., Ken Wharton was winner of the 1,501-3,000 c.c. racing class; his time of 37.27 sec was only 0.26 sec slower than his class record of last September, in the same car.

Beating the class record by over 5 sec, G. A. Ruddock scores yet another success for the Monkey Stable Lester-M.G.s.

With little room to spare on the narrow hill, George Abecassis shaves the bank with the DB3 as he leaves the Esses.

On second runs Webb improved his time to 42.85 sec, Fisher got the Amilcar up in 47.19 sec, Rupert Instone with plastered nose made amends for his first mistake with 41.98, Cecil Heath knocked 2.1 sec off his Cooper's first time of 43.46 sec and Bennett gave a terrific performance of 39.92 sec, sliding in the S but holding it well.

Only Michael Christie in his 1,107 c.c. Cooper-J.A.P. and Jack Smith with his blown 1,492 c.c. Bugatti fought out the 1,101 to 1,500 racing class. Christie made two faultless runs with well controlled slides through the S in 38.57 and 38.08 sec, thus beating Peter Collins' previous class record of 38.70 sec.

Class Record

By comparison the production sports cars of 1,101 to 1,500 were tame, but the cars were well handled. Star performer was G. A. Ruddock in the Lester-M.G., clocking 46.05 and 45.47 sec, thus wresting from J. S. Pritchard's H.R.G. the class record of 50.54 sec. Best of the several H.R.G.s was A. O. Gosnell, best time 50.73 sec on his second run.

Three motor cycle and sidecar classes provided a change, and rather foxed the commentators, to the amusement of their audience. The acrobatics of the passengers in the "chairs" certainly provided thrills, but, strangely enough, not one fell out!

Class 9 for 1,501 to 3,000 c.c. racing cars was good. From the bend the high-pitched Bugatti scream was heard again and P. J. Stubberfield's blown 2.3-litre model, now 26 years old, and once belonging to George Duller and also George Eyston, was obviously getting ready. But first J. B. Norris brought the blown 1,970 c.c. Alta up in fine style, avoiding any slides and using its obvious power to best advantage. No time lost, 42.87 sec.

Stubberfield handled the screaming Bugatti beautifully, time 41.32 sec. Sievwright's 2-litre model was also impressive, 45.05 sec. Then Basil Davenport's monstrous G.N. Spider thundered up, the driver obviously needing three hands but somehow managing with two, 43.12 sec. Another 2.3 Bugatti, R. Henderson's now, but once Louis Chiron's, was handled by Henderson as it might have been by Chiron, fast into the bends, but always under control, 41.92 sec. Three slower Bugattis came, and then Ken Wharton driving Peter Bell's 2-litre E.R.A. with which Ken holds the class record of 37.01 sec, the car running perfectly and being held all the way by the master at the wheel, 37.82 sec.

In this class quite a number improved on the second run, Stubberfield to 40.96, Sievwright to 42.71, Davenport to 42.52, Dick Henderson to 41.30, with a surge of power in the S, and finally Ken Wharton to 37.27 sec without a trace of slide.

More production sports cars followed, 1,501 to 3,000, led by H. Sutcliffe's white Mille Miglia Frazer-Nash, which swept through the S with tyres squealing to record 43.64 sec. Ken Rudd's blue Silverstone Healey held the road well and recorded 48.06 sec. A couple of Morgans, Robertson and John Moore up, were impressive, then George Abecassis brought the Aston Martin DB3 up in its Shelsley debut in 42.78 sec and finally Ken Wharton's Frazer-Nash swished up fast and steady in 42.26 sec. On second runs the DB3 time was improved to 42.28 sec but maestro Ken Wharton actually appeared to miss a gear!

Racing cars over three litres came next, and with Dennis Poore unavoidably absent it was a duel between W. Goodwin's Alvis-engined Goodwin and "T. Dryver" in B. Hopcott's Meph'gatti. Goodwin handled a slide in the S nicely and returned 40.94 sec as his first and better run. The Meph'gatti turned right round in the S on its first run and failed to complete its second.

Lastly, the class for sports cars over 3,000 c.c. was a demonstration of Jaguar prowess, with Peter Walker showing the paces of the XK120C. With tremendous power at the rear wheels he did a fierce slide out of the S, tyres squealing and smoking, his times being 42.32 and 41.14 sec. Last ascent of all, F. P. Grounds' second run, was exciting as his XK120 swung its tail from side to side, the driver over-correcting a little but coming out best in the end.

RESULTS

F.t.d. by racing car: 1, Cooper 996 s (K. Wharton), 36.97s. E.R.A. 1,591 s (K. Wharton), 37.27s; 3, Cooper 1,107 (M. A. H. Christie), 38.08s.

F.t.d production sports car: Jaguar XK120C 3,442 (P. D. C. Walker), 41.14s.

F.t.d. by lady driver: Cooper-J.A.P. (Miss Fay Taylour), 45.26s.

Newsome Trophy (fastest Shelsley Bot): Goodwin 4,580 s (W. Goodwin), 40.94s.

M.A.C. Challenge Trophy (fastest unsupercharged car): Cooper 1,107 (M. A. H. Christie), 38.08s.

Fray Team Challenge Cup: M.A.C. team, Cooper 996 s (K. Wharton), 36.97s; Cooper 1,107 (M. A. H. Christie), 38.08s; Cooper 1,098 s (B. E. Bradnack), 42.10s, aggregate 117.15s.

M.A.C. Team Challenge Trophy (production cars): Frazer-Nash 1,971 (K. Wharton 42.26s, H. Sutcliffe 43.64s; R. A. Peacock 44.40s); aggregate 130.30s.

Class Results: Racing Cars, up to 500 c.c.: 1, Kieft (K. Wharton), 41.51s; 2, Cooper (H. L. Williams), 42.17s. **501 to 1,100 c.c.:** 1, Cooper-Vincent 996 (D. C. T. Bennett), 39.92s; 2, Cooper 1,097 (C. Heath), 41.36s. **1,101 to 1,500 c.c.:** 1, Cooper 1,107 (M. A. H. Christie), 38.08s. **1,501 to 3,000 c.c.:** 1, Bugatti 2,261 s (P. J. Stubberfield), 40.96s; 2, Bugatti 2,270 s (C. S. Henderson), 41.30s. **Over 3,000 c.c.:** 1, Goodwin 4,580 s (W. Goodwin), 40.94s.

Production Sports Cars, 1,101 to 1,500 c.c.: 1, Lester-M.G. 1,498 (G. A. Ruddock), 45.47s; 2, H.R.G. 1,498 (A. O. Gosnell), 50.73s. **1,501 to 3,000 c.c.:** 1, Frazer-Nash 1,971 (K. Wharton), 42.26s; 2, Aston Martin DB3 2,580 (G. Abecassis), 42.28s. **Over 3,000 c.c.:** 1, Jaguar XK120C 3,442 (P. D. C. Walker), 41.14s; 2, Jaguar XK120 3,442 (C. Wicks), 45.64s.

Just before mounting the bank, C. R. Instone, driving C. Randall's Djinn, slides round as he leaves the Esses.

THE SPORT

by J. A. COOPER

THE relay race at Silverstone was all that could possibly have been expected of it, and even more; some of the remarkable things which happened in the course of that event would have done credit to a Laurel and Hardy film, not to mention the Marx brothers. Seriously, it was excellent racing and extremely good training for a lot of people, and the 750 Club—mainly in the person of Holland Birkett—deserves considerable commendation for the imagination displayed in the organization and the efficiency with which it was carried out.

"Sammy," who was present in the august capacity of R.A.C. steward, enjoyed it all enormously, remarking that it took him back to the free-and-easy atmosphere of some of the Brooklands events of years ago; and he was particularly happy to discover that one of the winning team of Singers was the identical car in which he did an inadvertent somersault in a Tourist Trophy race on the Ards circuit in the nineteen-thirties.

Shelsley also seems to have been back to its old form, which is a good thing after the sad cancellation of its earlier date this year. Ken Wharton has obviously got things fairly well buttoned up on the Worcestershire incline, having scored first and second fastest times of the day (in two different cars), won his class also in a third car, and been a member of the winning teams for all three team prizes!

THE R.A.C. has now issued a revised version of its regulations governing vehicles taking part in trials and rallies; the new regulations apply only to trials proper, and entries for the 1953 R.A.C. Trials Championship will be required to comply with them. Other clubs organizing trials are recommended to utilize them for their events next year; but if they prefer they will be free to continue with the previous regulations, issued by the R.A.C. in 1949.

Points from the new regulations of especial interest include the following: if the chassis is not of a type catalogued and marketed, of which at least 50 examples have been or are being produced (certain modifications are permitted to standard chassis), the wheelbase must be not less than the following minima. For an 850 c.c. car, 6ft 3in; 1,350 c.c., 6ft 6in; 2,500 c.c., 7ft 0in; above 2,500 c.c., 7ft 6in. The engine shall be located so that the centre of the foremost sparking plug orifice is not more than one-fifth of the actual wheelbase aft of a line connecting the centre of the front wheel hubs, or one-eighth of the wheelbase if there is not an operative water radiator mounted in front of the engine. These measurements will be calculated to the nearest inch and, if more than one engine is fitted, will be made to the foremost plug orifice of the rearmost engine. If the body is not of a type catalogued and marketed by the chassis manufacturer or an approved coachbuilder, it must be capable of carrying at least one passenger in addition to the driver, and they must occupy fixed seats of which the rearmost portions are not behind a line connecting the centres of the rear wheel hubs. The rearmost portion of any additional seats shall not be more than 15in behind the same line. No part of any seat cushion shall be less than 6in below the top edge of the body side or door at an adjacent point with the seat occupied. There must be a complete and rigid floor in the cockpit; the transmission system must be beneath the floor or secured in casings or covers of solid material; wings must be rigid and cover the full width of the tyres, and if of metal, must have wired, rolled or beaded edges. An effective windscreen or two separate aero screens shall be fitted. The overhang at the rear of the car must not exceed one-third of the wheelbase, except for a standard body with no special extensions beyond those necessary for carrying an additional spare wheel as close as possible to the body.

These regulations show a reasoned approach to a difficult problem, and have been produced after particular consultation with the clubs organizing the Championship Qualifying Trials, the Associations of Northern and Midland Car Clubs, and the B.T.D.A. It is to be hoped that all clubs will adopt them in the interests of standardization; the R.A.C. hopes that they will be operative for at least three years, but does not wish to bind itself to any period until the opportunity has been taken of observing them in operation. Copies of the full regulations may be obtained from the Competitions Department, R.A.C., Pall Mall, London, S.W.1.

Hamish Orr-Ewing looks very determined as he drifts his amazing Ford Popular saloon round a bend during the Six-Hour Relay Race at Silverstone.

TOMORROW we have the Brighton Speed Trials, starting at 10 a.m., the Wakefield Trophy race in the Curragh, near Dublin, and the Sunbac Silverstone race meeting. The Wakefield Trophy race, always a pleasant and cheerful event, has an entry of 50 cars of all types, ranging from Ford specials and M.G.s in profusion to Duncan Hamilton's H.W.M. and C-type Jaguar (probably with George Abecassis driving the latter), R. Baird's Ferrari, the Thinwall Special Ferrari and a full entry of three Jaguars and one Cooper-Bristol from the *Ecurie Ecosse*. The Newpark Special, the Nufor, the Iona Special, Peter Clark's DB2 Aston Martin, A. Powys-Lybbe's Alfa Romeo—they are all there.

Over ninety cars will compete in the Sunbac event; the short Silverstone club circuit is being used, sports car races covering 6 laps and formula 3 cars 10 laps. The meeting is open to members of the organizing and invited clubs and their friends, and racing commences at 1 p.m.

On Sunday comes the Italian G.P. at Monza, with a full entry of the works Ferraris, Gordinis and Maseratis; from this country there will be Cooper-Bristols, H.W.M.s and Connaughts, one of these last to be handled by Stirling Moss.

COMING SHORTLY

SEPTEMBER 6.—Irish Motor Racing Club. International Wakefield Trophy car race, Big Circuit, Curragh, Co. Kildare, 3.45 p.m.

6.—Brighton and Hove M.C. International Speed Trials, Brighton sea front, Madeira Drive, Brighton, 10 a.m.

6.—Sunbac. Race meeting. Silverstone, 1 p.m.

6-7.—Cheltenham M.C. Night navigation rally, Priory Street, Cheltenham, 10 p.m.

6-7.—Leicestershire C.C. Bowmaker Trophy night trial, Leicester East Aerodrome, Stoughton, Leicestershire, 11 p.m.

7.—Italian Grand Prix and Inter-Europa Cup, Monza, Italy.

7.—Vintage S.C.C. (Midland Region). Madresfield rally, Worcestershire.

7.—Coventry and Warwickshire M.C. Autumn Rally, Attleborough Farm, Water Orton, Warwickshire, midnight.

7.—Newcastle and D.M.C. Rally, Kenton Bar Hotel, Ponteland Road, Newcastle-upon-Tyne, West Hartlepool, or Eamont Bridge, Penrith.

7.—Sunbeam M.M.C. Sunbeam Rally, Newlands Corner, near Guildford, Surrey.

7.—Veteran C.C. (N.E. Section). Hull to Scarborough rally and concours d'élégance, Ferensway, Hull, 10 a.m.

7.—Chiltern C.C. Amersham concours d'élégance, High Street, Amersham, Buckinghamshire, 2.15 p.m.

9-16.—Tour de France rally, Nice to Nice, France.

13.—M.C.C. High-speed reliability trials and races, Silverstone, 11 a.m.

14.—A.C. du Nord de la France. Grand Prix, Roubaix, France.

14.—Bugatti O.C. International speed hill-climb, Prescott, near Cheltenham, Gloucestershire.

14.—Modena race meeting, Italy.

14.—Cadours race meeting, France.

14.—West Essex C.C. Chelmsford rally, car park at junction of Woodford Avenue and Chigwell Road, Chelmsford, Essex, 8 a.m.

14.—Disabled Drivers M.C. Autumn Rally, Comber's Meadow, Handcross, Sussex, 2.30 p.m.

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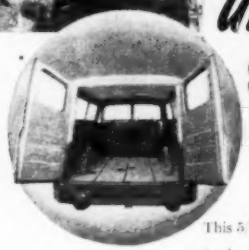

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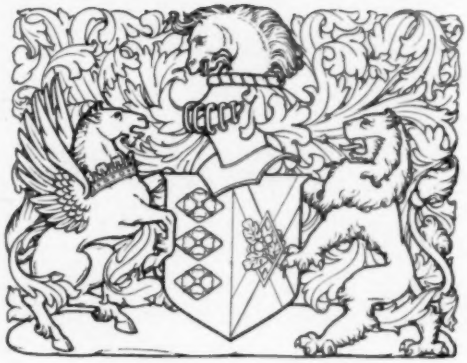

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THE SPORT . . . . . continued

THE race meeting at the Grenzlandring last Sunday was a fierce testing ground for formula 3 cars. The course measures 5.596 miles, is roughly pear-shaped, and has a smooth concrete surface. It is very fast and demands from five-hundreds flat-out speed all the way. At the start, Brandon's Cooper-Norton shot into the lead, with Brown and Moss (in similar cars), and John Cooper, in the record-breaking streamlined Cooper, following; then Brown passed Brandon into the lead, but at the end of the first lap the streamlined (John) Cooper was in front of them all, gathering even more speed. Unhappily, Brown's Cooper suffered engine trouble and retired.

For lap after lap the order remained the same, John Cooper—Brandon—Moss. Cooper's lead was substantial, increasing from 57s to 1m 32s, and finally he widened the difference to over 2m. Behind Moss, Weeke, a local driver in the WR51, tried hard to keep up with the first three, but the pace was too hot and his car fell back. Cooper was travelling at something over 125 m.p.h. on the long straight. Behind him, Moss was challenging Brandon, and on the last lap made a tremendous effort. When they crossed the finishing line, there was a wheel's breadth between them—Brandon in second place, Moss third. Driving the new Scampolo-Norton, H. Deutsch was fifth, winning the 500 c.c. Championship of Germany.

RESULT: Race distance 67.15 miles, 12 laps of 5.596-mile circuit.—1. Cooper-Norton (J. N. Cooper), 59m 12.8s, 102.66 m.p.h.; 2. Cooper-Norton (E. Brandon), 41m 21.4s; 3. Cooper-Norton (S. Moss), 41m 20.5s; 4. WR 51-Norton (Weeke), 41m 52.2s; 5. Scampolo-Norton (H. Deutsch), 1 lap behind. **Fastest lap:** J. N. Cooper, 3m 8.9s, 106.68 m.p.h.

In the formula 2 race, Brown and Brandon made brilliant starts in the Cooper-Bristols and streaked away ahead of the field; but Toni Ulmen (Veritas) passed them on the second lap, and soon afterwards Klenk, in another Veritas, passed Brandon into third place. On lap seven Brown's fan belt broke and the car retired. Brandon, in his Cooper-Bristol, was driving steadily and finally finished in tenth place.

The race was marred by a tragic accident. Helmut Niedermayer, in the A.F.M., left the course at speed during the event and went into the crowd, the car out of control. A number of spectators were killed and many more injured. Niedermayer was only slightly hurt.

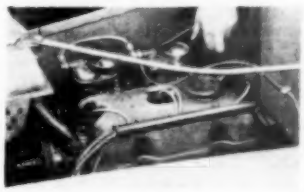
RESULT: Race distance as above.—1. Veritas (Ulmen), 31m 22.1s, 128.5 m.p.h.; 2. Veritas (Klenk), 31m 40.2s; 3. Veritas (Peters), 33m 14.8s; 4. Veritas (Riga), 33m 15.4s; 5. Veritas (Pietsch), 33m 30.6s. **Fastest lap:** Ulmen, 2m 31.4s, 133.07 m.p.h.

MONTLHERY continues to be busy with a lot of earnest people attacking records of various shapes and sizes; the latest addition is a 750 c.c. D.B. with a low-pressure supercharger, with which René Bonnet has captured the 200-kilometre International Class H record at 112.98 m.p.h. (previously held by R. T. Horton in an M.G. at 111.04 m.p.h.). His partner Charles Deutsch then took over and made a similarly successful attack on the 200-mile record in the same class, averaging 106.98 m.p.h. (old record by Eyston and Denly, also in an M.G., at 95.02 m.p.h.). These are subject, of course, to official confirmation.

Incidentally, John Cooper's winning speed in the Grenzlandring race was high enough to beat the 50- and 100-kilometre records in Class I, but the official conditions for record attempts were not in force at the meeting so this does not count.

Also at Montlhéry, a Simca Aronde has been circulating for what seems like weeks (and, in fact, is at least a fortnight) and has captured many of the long-distance records in Class F; it has now covered about 25,000 miles and at the time of going to press is still at it. More of this anon.

THE 24-hour race on the Nurburgring, which should have taken place this weekend, has unfortunately had to be cancelled; the organizers have stated that insufficient entries had been received to ensure an international event of adequate importance. Another casualty of the crowded calendar.



Mystery solved; the 1½-litre engine in G. Tyrer's fast B.M.W. Special is now revealed as a Fiat 1400 unit which has been bored out.

THE Tour de France, that ambitious rally scheduled to begin next Tuesday, has received a full entry of 150, but of these only two would appear to emanate from this country; Nigel Mann's DB2 Aston Martin and Tinsley's Jaguar. But there are many famous names in the list; mainly French, it is true, but there is a strong team of Gran Turismo Lancia Aurelias from Italy with Bonetto, Anselmi and di Stefano among their drivers, while Ferraris and Jaguars in French hands are also prominent. Last year's winner, Pagnibon, is once more in the lists with a Ferrari, but Peron (who was second last year) has this time transferred his allegiance to an Osca.

CORRECTION: Some additional research by the organizers at the end of the Half-Litre Club's 100-mile race at Silverstone, on Saturday, August 23, resulted in third place being awarded to the Arnott-Norton driven by C. D. Headland, and not (as published in last week's issue) to Don Truman. This is a good show for the Arnott team, which has tried very hard this season without very much in the way of tangible successes.

AS regards the B.T.D.A. Rally Silver Star, the positions at present are as follows: first, J. Wallwork (46 marks), followed by J. Broadhead (44), J. Cunningham (44), J. Sidwell (43), J. Ray (42), A. Warren (41), D. O'M. Taylor (38), J. Denham-Cooke (30), F. Dundas (24) and I. Appleyard (23). So competition in this field is also keen, and should grow even keener with the approach of the end of the season.

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1949	**Triumph** 2000, Roadster, black, red leather	£685
1948	**Armstrong Siddeley** Typhoon, black grey	£695
1948	**Jaguar** 2½-litre saloon, black brown leather	£750
1947	**Standard** 14 saloon, black brown leather	£450
1939	**Standard** Super 9 saloon, blue blue leather	£275
1934	**Alvis** Speed 20 Vanden Plas tourer	£250

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CLUB NEWS

Riley M.C. The Buxton 200 Rally on September 20-21 is a national event. From six starting points—London, Leamington, Leeds, Cardiff, Dumfries and Manchester—competitors will converge on Buxton during the Saturday morning (September 20), where an arrival test will await them. An observed run follows during the afternoon, and a dinner in the evening. Sunday morning will be occupied with a timed hill-climb, stop and restart test, and an official luncheon. Headquarters: Spa Hotel, Buxton, Derbyshire.

West Essex C.C. The Chelmsford Rally has a 150-mile road section, an average speed test and driving tests at Boreham. Closed and open cars will compete, in touring trim, starting at 8 a.m. from the car park at the junction of Woodford Avenue and Chigwell Road, Chelmsford, Essex. Invited clubs: Thames Estuary, East Anglian, London M.C., Herts County, M.G. (S.E. Centre), N. London Enthusiasts, Eastern Counties. (Entries close September 8; F. G. Crossley, 76, George Lane, S. Woodford, London, E.18.)

Disabled Drivers M.C. The Autumn Rally will be run on Sunday, September 14, at Comber's Meadow, Handcross, Sussex, on the main London to Brighton road near Crawley. All enthusiasts are invited to attend; competitors who are not members of the organizing club will not, however, qualify for awards. Starting at 2.30 p.m., the programme will include driving tests, an exhibition of veteran, vintage, sports and racing cars, and a treasure hunt for all. Admission is free. (F. Wimble, 405, Wickham Road, Shirley, Croydon, Surrey.) Entries will be taken on the course.

Lancashire and Cheshire C.C. Standard cars will have a two-day outing to the Lakeland 300 Rally, September 27-28. Their drivers will even be permitted to have a night's rest in the middle of the 300-mile road section. Over-night stop is at Llandudno. Starting from Manchester, Leeds, Llandudno and Birmingham, competitors will follow a common route from Nantwich, Cheshire, to the night control. After an arrival test at Llandudno, and a suitable interval in which to recover from its rigours, a dinner and dance will run away with the rest of the evening. On the Sunday (September 28), there remains the rest of the road section. Final driving tests will be held on the West Shore, Promenade, Llandudno. Classes cater for open and closed cars; a separate class deals with the special and supercharged contingent. Invited clubs: Lancashire A.C., London, M.G., Rhyl, Sheffield and Hallamshire, Sunbac, Yorkshire S.C.C. (Entries close September 18; E. N. Bloor, 33, Gibwood Road, Northenden, Manchester.)

Eight Clubs Association. Organizers have included an unusual form of regularity test in the rally to be run to Eastbourne on October 17-18. Navigators will have to keep a strict watch on their car's average speed. Over a course of nearly 300 miles a secret check will be taken on a stretch of road on which each car's average speed will be noted. Later in the event a competitor will have to maintain this average over another piece of road, the location of which he will not discover until he arrives there.

Start of the official route is Stone House Hotel, Hatfield, Hertfordshire, but before this the entry will have taken part in a minor rally of its own. Marks may be gained before the start is reached by competitors choosing their own starting points, sending a telegram to rally headquarters, and completing a number of miles within a specified time.

An average of 28.8 m.p.h. is required to Eastbourne; early arrival at controls will not be penalized, but the knowledge of the secret regularity check will tend to lessen enthusiasm for gaining much time at different places en route. After an arrival test at Eastbourne and scrutineering of the cars for damage, a fully fledged session of tests follows on Eastbourne's seafront. The three highest placed members of each club will win for their club the team award. Team members will not be previously nominated. An informal party for members and friends has been arranged for the Saturday evening. Eight Clubs members are: Hants and Berks, Harrow, Cemian, Chiltern, Seven-Fifty, Lagonda, Lancia, A.C. (Regulations from A. A. Bolsom, 6, Alverstone Road, London, N.W.2. Willesden 0999.)

IN BRIEF

The managing director of the Dunlop company, Mr. G. E. Beharrell, is in America visiting the Dunlop factory in Buffalo. He will subsequently visit the Canadian factory at Toronto.

A lubrication chart has now been issued by the Castrol company for the latest Vauxhall Velox and Wyvern models. It measures 1ft 10in by 1ft 5in and is intended for wall mounting for easy reference. This chart—and those for 900 other models—is available free on request to C. C. Wakefield and Co., Ltd., 46, Grosvenor Street, London, W.1.

At a recent extraordinary general meeting of Wilmot-Breeden (Holdings), Ltd., resolutions were passed providing for the increase of the capital of the company to £1,248,000 and the issue to shareholders of 192,000 fully paid ordinary shares of 5s each in the proportion of one new ordinary share for every five existing ordinary shares of 5s already held.

After 20,000 miles motoring in a Rover 75 and a Land-Rover, Col. A. P. le Blanc, Rover factory representative for the Middle East, Mr. Roger McCahey, service engineer, and their team have returned from their fact-finding tour which took them across the Sahara, through central Africa and back across Europe. Apart from punctures neither vehicle suffered from involuntary stops.

In pursuance of a policy of maintaining comprehensive service arrangements overseas, Mr. Alex Fraser, vice-chairman and managing director of the Girling company, is now touring service agents in the U.S.A. This follows a visit to the Toronto exhibition where a range of Girling products was displayed.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks:

No. 16417. Handbooks Required.

"G.T.I."—1938-40 Hillman Fourteen.
"R.G.H."—1931-1932 Riley Nine Monaco (or a wiring diagram).
"I.V."—1938 Triumph Dolomite.
"D.H.L."—1938 TA-type M.G. Midget.
"G.N.G."—1938 VA-type 1½-litre M.G.
"R.D."—1937 Vauxhall Fourteen-Six.
"C.A.I."—1936 Wolseley Ten.
"M.G."—1933 Triumph Ten, with Coventry Climax engine.
"R.C."—1938 Series II 14-56 h.p. Wolseley.
"A.E.L.C."—1938 18 h.p. Wolseley.
"D.B."—1937 Morris Eight.
"A.M.B."—1936 PB-type M.G. Midget.
"J.E.S."—1938 D6/70 Delage.
"A.E.M."—1938 Series III Morris Twelve-Four.
"H.H."—1932 12 h.p. Triumph.
"R.C."—1934 12 h.p. Vauxhall handbook to workshop manual.
"R.C.S."—1949 TC-type M.G. Midget.

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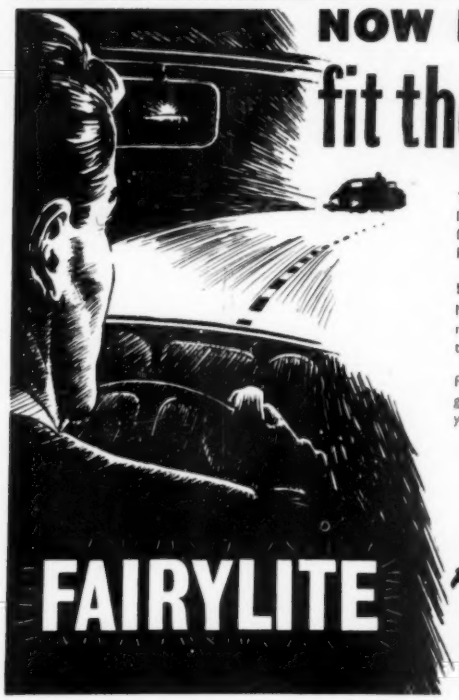

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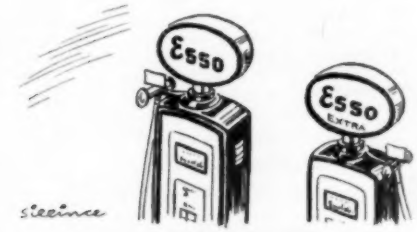

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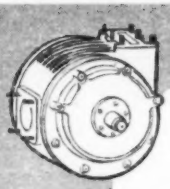

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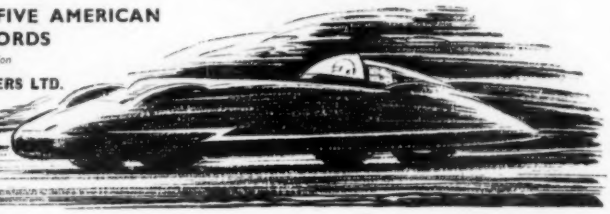

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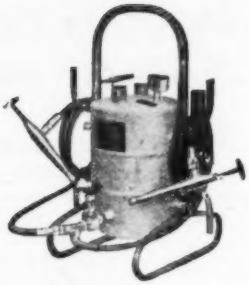

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1948 **AUSTIN** 16 saloon	£650
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1950 (Oct.) **FORD** Pilot saloon, one owner, 12,000 miles	£750
1949 **FORD** Prefect saloon, 15,000 miles	£595
1949/50 **HUMBER** Hawk saloon, one owner	£950
1947 **HUMBER** Super Snipe saloon, L.H. drive	£450
1938 **M.G.** 2-litre saloon	£395
1946 **M.G.** T.C. sports	£450
1950 (Oct.) **MORRIS** Oxford saloon, one owner, 12,000 miles	£775
1950 **PEUGEOT** 203 saloon, L.H. drive, one owner	£995
1949 **RILEY** 2½-litre saloon, one owner	£995
1949 **STANDARD** Vanguard saloon	£675
1947 **STANDARD** 14 drophead coupe	£525
1947 **STUDEBAKER** Champion saloon, L.H. drive	£995
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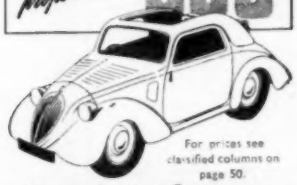

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Euston 1212

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The Autocar

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

IMPORTANT NOTICE

Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

A.C.

1938 A.C. "Ace" d.h. 4-seater, in excellent condition, well maintained, works overhaul September, 1950.—Seen Harley St. Tel. Wel. 2265 after 7 p.m. [9175

A.C. Cars Wanted

1950-52 A.C. wanted at once.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4486. [9286

ALFA-ROMEO

CHIPSTEAD MOTORS, Ltd., offer:—

ALFA-ROMEO post-war type 2.5 beautiful "Superleggera" streamlined close-coupled drop head body, white with blue leather chromed wheels, whole car as new registered England 1946.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

BARTLETT.—Alfa-Romeo finest selection always available.—27a, Pembridge Villas, W.11. [C1013

Alfa-Romeo Cars Wanted

ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6061. [0915/R

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0124/R

ALLARD

JACK ROSE, Ltd., offer:—

ONE owner 1950 (September) Allard J.2 competition 2-seater in British racing green. Mercury Arden ohv engine, racing tyres, many extras, including hood and screen, mileage under 6,000, almost unmarked; listed approximately £1,700, accept £850.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. Open 9-8. [C1056

RICHARDS & CARR offer:—

3 Allard drop heads from £495 to £650.

1951 Allard saloon, black, 19,000 miles; £825.

35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

BROOKLANDS: Individuality, new and used.

1952 Allard drop head coupe, blue, blue leather.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

BARTLETT.—Allard 1948 K type 2-seater, recorded mileage 14,000; £475.—27a, Pembridge Villas, W.11. [C1013

1951 saloon de luxe, grey and red, beautifully tuned and in perfect condition regardless of cost, radio, many extras including loose covers, 20,000 miles; £1,000.—Collinwood Hall, Frimley, Surrey. [9276

£625!!!—1949 Allard foursome drop head coupe, in extremely good all-round condition, steering column gear change, heater, etc., moderate mileage, also a 1948 2-seater, a 1950 2-seater and a 1950 sports saloon at equally realistic prices; all guaranteed in writing at

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard. Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars, hire purchase, part exchanges, free delivery. Showrooms open till 8 p.m. Monday/Saturday. [C1035

Allard Cars Wanted

ALLARD, in good condition, for cash.—Tel. Valentine 2098 or 4674. [9444

CAMDEN MOTORS urgently require a 1950/51 Allard saloon.—Particulars and price required to

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard. Beds. Tel. 2041 (5 lines). [W1035

RICHARDS & CARR, the best Allard buyers.—55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

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MOTORISTS!

ACCOMMODATION—HOTELS GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE.

See page 76

ALTA

ROSE & YOUNG, Ltd., offer H.W. Alta sports 2-seater R.C. overhauled and recirculised, latest modifications carried out, unlimited money has been spent on this car, ideal for sports car racing, full road equipment; reasonable offer accepted.—65-69, Streatfield Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C5057

ALVIS

B. J. HUNTER, Ltd., offer:—

1948 Alvis 14hp coupe, positively as new, one owner.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GUY SALMON AUTOMOBILES offer:—

1952 Alvis 3-litre drop head coupe, subject to B.M.T.A. covenant; £1,795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS: Alvis Distributors, new 3-litre.

1952 Alvis 3-litre sports 2-seater, cream, red.

1951 Alvis 3-litre coupe, maroon, beige.

1951 Alvis 3-litre saloon, grey, maroon.

1951 Alvis 14hp sports 2-seater, red, cream.

1950 Alvis 14hp saloon, grey, small mileage.

1948 Alvis 14hp saloon, maroon, small mileage.

1948 Alvis 14hp utility, attractive body.

ALVIS cars examined and approved by makers.

BUY or sell your car.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Alvis foursome drop head coupe, mileage 25,000, £800.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1950 Alvis 14 black saloon, 18,000 miles, privately owned; £1,050.—Cro. 5940. [9396

1938 Alvis Silver Crest saloon, grey, red leather, excellent condition, £525.

G. & R. GARAGE, Ltd., 89, Victoria Rd., Surbiton. Elmbridge 6755. [C2045

1952 Alvis 3-litre saloon, 4,000 miles only, H.M.V. radio, B.M.T.A. permission.

1951 (July) Alvis 3-litre saloon, 16,000 miles, fitted two carburettors, radio, immaculate, B.M.T.A. permission.

1951 (Sept.) Alvis 3-litre coupe by Tickford, 10,500 miles only, as new.

JAMES H. GALT, Ltd., Alvis Distributors for Scotland, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7586. [9044

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars." [C5041/R

£235 bargain.—Alvis 1934 Speed 20 Charlesworth saloon, fast, economical, reliable.—Aero-cars, Key St., Sittingbourne. [9153

1948 Alvis T.A. 14hp saloon, black/brown upholstery, excellent condition, factory reconditioned engine fitted, 3,000 miles since; £875.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [4015

1948 (Sept.) Alvis T.A. 14hp saloon, black/brown, faultless condition throughout, licence paid to December 31st; £785.—Putney 7572 after 7.30 p.m. [9266

ALVIS 3-litre sal. 1951 (B.M.T.A. consent), 1952 modifications, maroon/grey, low mileage, many extras including radio, guaranteed; £1,625.—C. G. Norman & Co., Vic. 2211. [5064

£444!!!—1958 Alvis 17hp, fitted 5-seater special drop head coupe bodywork, new hood and spotless exterior make this vehicle look and run like a £700 motor car. Below

£595!!!—1947 Alvis 14hp, with magnificent wood utility 4-door bodywork, completely fold-flat rear seats, excellent value; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2082

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

1948 drop head coupe, one owner, H.M.V. radio, maintained by makers, exceptional condition, £825.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1933 Alvis Speed 20 tourer, excellent mechanical condition, sound hood and batteries, 2 new tyres, respray; £275.—Ross, 18, Queen's Gate Gardens, London, S.W.7. Wes. 6612. [9133

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080); and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0389 R

1936 Speed 20 Charlesworth drop head, engine re-sleeved 3,000 miles ago, dual grey, blue upholstery, 5 new wheels, new hood and front suspension; £375.—Carlisle, Chipping, Preston, Lancs. Chipping 226. [8608

£195!!—Alvis Silver Eagle sportsman's 4-light saloon, a good example of this coachbuilt quality motor car, general appearance much in advance of its year, modern instruments and dash, typical Alvis sports performance.

£495!!—Alvis 12/70 sports saloon, 1940, original finish in dark blue with beige leather, hood recently reproofed, lively, robust engine, economical but fast.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars; hire purchase, part exchanges; free delivery; showrooms open till 8 p.m. Monday/Saturday. [C1035

295 gns.—Alvis, 1933 Vanden Plas foursome drop head coupe, grey, leather upholstery, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ALVIS 14hp saloon, colour black, red leather, fitted with heater and radio, first registered January, 1948, one owner, in good condition and appearance, export licence available; offers invited from persons who can obtain import licence into Britain.—P. F. Nugent, Ltd., Gate Garage, Dublin. [9030

Alvis Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914 R

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. May. 6226. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590 R

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.1. Tel. Speedwell 6762-3-4. 'Grams, Alviscar Gold London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry. [0931 R

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [0591 R

MANCHESTER.—Alvis repairers and spares main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0653 R

DISMANTLING Alvis 20 1935 and 17hp 1936 and 1934.—Motolympia, Welshpool (Tel. Oswestry 490). [0423 R

KINGSTON-ON-THAMES.—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. [0878 R

AMERICAN CARS

SIMPSON'S MOTORS offer:—

1951 Buick saloon, radio, heater, all extras, low mileage.
1950 Buick Riviera coupe, fitted radio, heater, seat covers, all extras.
1949 Chevrolet saloon, right-hand drive, all extras.
1949 Chevrolet saloon, very good condition throughout, comparatively low mileage.
1948 De Soto saloon, radio, heater, seat covers, all extras, fluid drive.
1951 Ford saloon, radio, heater, fitted all other extras.
1951 Ford Victoria coupe, radio, heater, seat covers, low mileage, excellent condition.
1950 Ford six, excellent condition, cream, fitted with seat covers and extras.
1949 Hudson 4-door saloon, chestnut brown hide upholstery.
1948 Packard convertible, electrically operated hood, windows, all extras.
1951 Pontiac saloon, radio, heater, seat covers, low mileage.
1952 Studebaker Champion, 4-door, overdrive, extras, left-hand drive.
1951 Studebaker 2-door saloon, fitted with heater and extras.
1950 Studebaker Champion, right-hand drive, all extras, grey.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

JOE THOMPSON (MOTORS) Ltd., offer:—

A SELECTION of American cars.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [C4028

METCALFE & MUNDY always have a good selection of post-war American cars.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

1947 Ford Mercury 4-door saloon, black, brown leather upholstery, condition as new throughout, quite exceptional value; £650.—Wembley Court Motors, High Rd., Wembley. Wembley 6167-8. [C1955

AMERICAN CARS

CAMDEN MOTORS offer the following post-war American cars, all guaranteed in writing:—

1947 Studebaker Champion 6-seater saloon, all extras, superb order.
1946 Buick Super 8 6-seater saloon, 4-door model, special leather upholstery.
1948 Buick Roadmaster drop head 6-seater coupe, electric hood, all extras.
1949 Buick Super 8 drop head 6-seater coupe, most immaculate, low mileage car.
1950 Buick Super 8 saloon, chauffeur maintained and driven, 12,000 miles only.
1948 Chevrolet Fleetmaster 6-seater 4-door saloon, grey fawn, radio, heater.
1948 Packard 8 saloon, an immaculate one-owner car, overdrive and all extras.
1947 Plymouth 6 special de luxe saloon, American seat covers, low mileage.
1947 Chrysler 4-door 6-seater saloon, fluid drive and hydraulic transmission.
1947 Mercury 6-seater drop head coupe, electric hood, radio, heater.
1947 Lincoln right-hand drive 6-seater saloon, hydramatic drive.

FOR fuller details see our special advert. in Car Bargain supplement, or write, call or 'phone

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [C1035

American Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the American car buyers. Wembley 8691/3903. [W4015 R

AMERICAN post-war car required.—Bartlett, 5, Widdicombe Ave., Parkstone, Dorset (Canford Cliffs 77164). [8706

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd., offer:—

1950 Armstrong Siddeley Lancaster saloon, black, one owner, mileage under 12,000, as new; £1,325.—184, Gt. Portland St., W.1. Museum 1001. [C3059

CAR MART, Ltd.

1950 (Dec.) Armstrong Siddeley Hurricane drop head coupe, heater, 12,000 miles; £975.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

B. J. HUNTER, Ltd., offer:—

1949 Armstrong Lancaster saloon, showroom condition throughout; £795.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

PHILIP RICKARDS, Ltd., offer:—

1950 Armstrong Siddeley Hurricane coupe, black, 15,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

GUY SALMON AUTOMOBILES offer:—

1948 Armstrong Siddeley Typhoon, black and grey, blue leather; £695.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

JOE THOMPSON (MOTORS) Ltd., offer:—

1950 (September) Armstrong Siddeley Hurricane, 18hp, synchromesh, one owner, colour beige; £975.

JOE THOMPSON (MOTORS) Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [C4028

BROOKLANDS, individuality, new and used.

1952 Armstrong Whitley saloon, black.
1949 Armstrong Lancaster saloon, black.
103, New Bond S., London, W.1. Mayfair 8351-6. [C1029

1948 Armstrong Typhoon sports sal., fawn/brown, heater, ex. cond., 20,300 miles.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1950 (July 21st) Hurricane 18hp, 13,500 miles, all new tyres perfect; best offer.—Box 2209 or 3281 Duffield. [8590

1949 model Armstrong Siddeley Typhoon saloon, black, red leather upholstery, radio, heater, one owner, specimen condition.

W. J. BROWN, Ltd., established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

ARMSTRONG SIDDELEY tourer 12hp 1932, fast, reliable, recent engine overhaul.—Dennes, 34, Edmonscote, Argyle Rd., Ealing. Perivale 1863. [9152

ARMSTRONG limousine, 1936 model, exceptionally clean and mechanically sound; £125.—Elm Garage, Elm Grove, Wimbledon, S.W.19. Wim. 0472. [9003

1950 Armstrong Whitley, 9,000 miles; £1,065.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050/1

1948 Armstrong Lancaster, colour grey; £715.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1951 (Feb.) Armstrong 2.3-litre Lancaster saloon, black, green leather, heater, genuine mileage 18,000, first-class condition, guaranteed, one owner; £1,050.

P. J. EVANS, Ltd., John Bright St., Birmingham. Midland 2911. [9116

1938 Armstrong Siddeley 16 de luxe saloon, recently overhauled at a cost of £140, colour blue, with blue leather upholstery, five practically new tyres; £345.

KINGS AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 3527. Open week-days 9 a.m. to 7.30 p.m. [C2048

ARMSTRONG Whitley saloon, November, 1950, Langham grey, synchromesh gears, one owner, 11,000 miles, radio, heater, fog lamps, covers; £1,250.—Regent Motors, Cheltenham 2041. [9079

ARMSTRONG SIDDELEY

ARMSTRONG SIDDELEY special limousine, 1936, engine and chassis perfect, all good tyres, clean interior, needs re-spraying; £175.—Elm Garage, Elm Grove, Wimbledon, S.W.19. [9004

NAYLOR & ROOT.—1946 Armstrong Hurricane coupe, duo brown, one owner, low mileage, attractive; £595; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C3022

545 gns.—Armstrong Siddeley, June, 1946, Hurricane foursome drop head coupe, fawn, brown leather, manual gear change, excellent condition; terms, exchanges.—Rowland Smith, below.

185 gns.—Armstrong Siddeley, June, 1937, 14hp de luxe saloon, grey, sliding head, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

CAMDEN MOTORS.—Armstrong Siddeley 16hp Lancaster 4-door saloon, 1947, a super de luxe model with radio, heater, seat covers, etc., extremely good all-round condition and most attractively priced at £625.

CAMDEN MOTORS.—Armstrong Siddeley 16hp Typhoon sports saloon (May, 1948), black/blue leather, synchromesh gears, heater, a really nice car in tip-top mechanical order; £695.

CAMDEN MOTORS.—Armstrong Siddeley 18hp Lancaster 4-door saloon, 1950, in grey, one owner only since new, heater and other extras, nominal mileage; £895.

CAMDEN MOTORS.—Armstrong Siddeley 16hp Hurricane drop head foursome coupe, late 1946, recent £70 reconditioning to engine, superb bargain; £565.

CAMDEN MOTORS.—Armstrong Siddeley 18hp Whitley 4-door saloon (April, 1951), 13,000 very careful miles and in beautiful condition, synchromesh gears, heater, radio and other extras; £1,195.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday/Saturday. [C1035

1946 Hurricane, saxe blue, drop head coupe, 5 seats, perfect fawn leather upholstery, radio, heater, engine overhauled this year (£50), fitted 2 new tyres, battery and hood; bargain at £515.—8 Eveline Court, Connaught Gdns., N.10. [9130

1947 Lancaster saloon, one owner, selling owing to posting abroad, mileage 14,000 since completely overhauled by makers and latest improvements incorporated in engine, etc., coachwork and car generally in very good condition, licensed and insured; nearest offer to £750.—Tel. Molesey (Middlesex) 2076. [9139

Armstrong Siddeley Cars Wanted

C
M

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [0171/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916 R

ARMSTRONG, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8445

ANY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [W1058/R

CAMDEN MOTORS urgently require a 1946-48 Armstrong Siddeley Lancaster saloon.—Particulars and price required to

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0601/R

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0385 R

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235 R

ARCOT ENGINEERING, preselector gear box exchange and repairs.

ARMSTRONG SIDDELEY Owners.—Complete overhaul service and repairs by our highly skilled and specialist mechanics in our modern well-equipped workshops.

ARCOT ENGINEERING, Ltd., 169, Fulham Rd., S.W.3. Write, call or 'phone Kensington 7301. [0644 R

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works: Hawley Crescent, Camden Town. Tel. Gul. 4141. [0760/R

HENLY'S, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6218. [0602 R

CENTRAL GARAGE, Croydon distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [C1042 R

EPSOM, Surrey, Armstrong Siddeley authorised dealers offer spares and service to all owners of Armstrong Siddeley cars; open 7 days a week; Armstrong Siddeleys also available for self-drive hire.

WILSONS AUTOMOBILES & COACHWORKS, Ltd., 1-3, Dorking Rd., Epsom 3901-2-3. [0535 R

ASTON MARTIN

BROOKLANDS: Aston Martin distributors; buy or sell your car.—103, New Bond St., London, W.1. [C1029

1949 Aston Martin D.B.2 model, excellent condition throughout; £1,250.—Carr Bros., The Soho Garage, Soho Sq., W.1. Ger. 6678-9. [9220

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ASTON MARTIN

MILL shf. chassis 12hp, 2/4-seater, 1935, black, excellent condition, must sell; £450 or nearest.—Glenthorne Staircase Lane, Bramhope, Nr. Leeds, Arthington 69. [9132

1939 Aston Martin, 3-litre, short chassis, over £700 spent on it during last 5 years; £650; terms arranged if necessary.—Hunts Motor Co., 48, Neots. [8473

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 3002-3. [0197/R

ROWLAND SMITH'S, The Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0917/R

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 3002-3. [0196/R

AUSTIN SEVEN

1939 Austin Big 7 4-door saloon; £85 deposit or £250 cash.—Ross Automobiles, Ltd., 187, Parkway, N.W.1. Euston 2700; h.p. and exchanges. [C3059

£175—July, 1937, Austin 7 saloon, blue with blue upholstery, very good condition; terms and exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2881. [C2031

225 gns.—Austin 7, 1936 model, Nippy sports 2-seater, black, maroon wheels, leather upholstery, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Austin 7, 1936 Ruby de luxe saloon, dark blue, sliding head, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0918/R

1933 Austin 7 saloon required.—Durngate House, Winchester. Tel. Winchester 4509 after 7 p.m. [W1010

AUSTIN EIGHT

CAR MART, Ltd.

LONDON distributors.

1947 Austin 8hp saloon, 19,000 miles; £375.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

C.M.I. CAR SALES (Pri. 6625) offer:—

1946 Austin 8 4-door saloon, black, brown leather upholstery exceptional condition throughout; £475.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

HENDON CENTRAL GARAGE, Ltd., offer:—

1947 Austin 8 saloon, one owner, taxed; at bargain price, £425.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084/5 [C2034

£298—Austin 8 1939 saloon, leather interior, good cellulose, mechanically excellent; choice 2; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066. (50yds. Holland Park Tube.) Exchanges, h.p. [C1017

1947 Austin 8hp de luxe saloon, 4-door, black/brown leather, sliding head, exceptionally clean, any inspection; £475.

TRINITY CARS, Ltd., 94, North Side Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1939 Austin 8 4-door sun saloon; bargain, £295.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1946 Austin 8 4-door saloon, black, in first-class condition throughout, special offer; £465.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

Austin Eight Cars Wanted

CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0962/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0919/R

AUSTIN TEN

PALMERS MOTORS, Ltd.

1947 Austin 10 saloon, excellent condition; £495; exchanges, terms.—53, York St., Twickenham. Popesgrove 1890. [C3034

1947 Austin 10 saloon, taxed; £450.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121.

1935 (Nov.) Austin 10 saloon, taxed; £235.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. [C4030

1939 Austin 10 saloon, black, sunroof, brown leather, good tyres, snip; £285.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

1946 (Oct.) Austin 10 sal., black brown, radio, 24,000 miles only, as new; £525.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3335. [C4029

AUSTIN 10, 1938, excellent condition; £350 or near offer or would consider exchange for Rover 10 same car.—Tel. after 6 p.m. Enfield 4656. [8672

AUSTIN TEN

1939 (June) Austin 10 S/R saloon, blue with blue leather, excellent condition throughout, low mileage, £355.

H. A. SAUNDERS, Ltd., 526-530, Euston Rd., N.W.1. Euston 4511. [9284

£495.—1947 (Oct.) Austin 10 de luxe saloon, renovated and reconditioned, new battery.—Lawton-Goodman, 36, North Audley St., W.1. [C3022

£450.—Here's another! 1946 Austin 10, black, brown hide, immaculate condition, taxed, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1084

495 gns.—Austin 10, 1946 de luxe 4-door saloon, black, sliding head, brown leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Austin 10, 1935 Colwyn cabriolet, black, green leather, one careful owner; good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith (Hampstead Tube), Hampstead 6041. [C4016

MARCH, 1939, Austin 10 Cambridge de luxe saloon, black, brown leather upholstery, radio; £295.—Millhall Service, Ltd., 55, South Edwardes Square, W.8. Tel. Western 2369. [C1031

£495.—1946 Austin 10, black with blue leather upholstery, maintained in new condition; terms and exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881 [C2031

£335.—1938 Austin 10 Cambridge saloon, black, good bodywork, very clean interior, just mechanically overhauled and fitted with over £80 worth of replacement parts; carries 6 months' guarantee.—Ken. 1410. [9205

TANKARD & SMITH, Ltd., offer 1945 Austin 10 saloon in blue with blue leather, one owner since new, very clean car in first-class mechanical condition; £450; 3 months written guarantee; also 200 guaranteed used cars of all makes.—198, King St., S.W.3. Tel. Flaxman 4801/3.

Austin Ten Cars Wanted

CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0920/R

CAMDEN MOTORS urgently require 1939/40 Austin 10 saloons.—Particulars and price required to CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

AUSTIN A40

DICKS.

1950 Austin A40 saloon, very low mileage, all extras; £795.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6868-9. [C1072

CAR MART, Ltd.

LONDON distributors.

1950 Austin A40 saloon, radio, heater, 14,000 miles; £615.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

B. J. HUNTER, Ltd., offer:—

1950 A40 saloon, fitted radio and heater, maintained to us; £795.

1949 A40 Devon saloon, carefully used; £725.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6309. [C3040

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A40 saloon, grey with blue upholstery, radio and heater, recorded mileage 7,400; £925.

836—842, High Rd., N.12. Hillside 0024. [C3027

MCKINNON MOTORS, Ltd., offer:—

1950 (May Austin A40 Devon saloon, grey, blue interior, sliding roof, radio and heater, screen wash, taxed Dec., one owner, 16,000 miles only; £850.

1950 (June) Austin A40 Devon saloon, grey, blue interior, sliding roof, radio and heater, loose covers, 2 Lucas chrom. fog lamps, Ace rimbellishers, chrom. exhaust pipe, taxed Dec., one owner, 16,000 miles only; £875.

A 1950 model with the gear change on the steering column; £975.

SIX months guarantee; trade enquiries welcomed.

MCKINNON MOTORS, Ltd., "Lansham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 5404. [C3020

ARTHUR MULLINER, Ltd., offer:—

1949 (Jan.) Austin A40 Dorset saloon, pastel green with beige leather upholstery, fitted heater, carefully used and maintained, one owner, in really excellent all-round condition, incomparably guaranteed, purchase with confidence from a firm with a tradition of service to the traveller since 1760; attractive lowest-level prices operating—may we send you our latest list?

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 307. [C3019

C.M.I. CAR SALES (Pri. 6625) offer:—

1949 model Austin A40 Devon saloon, beige heater, exceptionally sound car; £695.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1949 Austin A40, fitted radio and heater; £650.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 5659. [C1000

AUSTIN A40

AUSTIN A40, Aug., 1950, beige, one owner; £650.—Wim. 4366. [9295

1949 Austin A40 Devon saloon, fitted radio and heater, colour blue, immaculate condition; £745.

R. C. WIMBUSH, Ltd., 512, Earls Court Rd., London, S.W.5. Fremantle 8401 [C4056

1949 (Sept.) Austin A40 saloon, s.r., green with beige leather, one owner, 23,000 miles only; £675.

H. A. SAUNDERS, Ltd., 526-530, Euston Rd., N.W.1. Euston 4511. [9306

1950 (Sept.) A40, one owner, heater, 9,000 miles, £825, perfect condition.—Brown 2, Wayside Cottage, Ashtead, Surrey. [9225

1951 A40 (B.M.T.A. permission).—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5266 (5 lines).

£735.—1948 Austin A40 saloon, sliding roof, heater and radio, blue, one owner.—Vandervelds, 215, Haverstock Hill, N.W.3. Primrose 4411. [C4037

1950 model A40 Devon saloon, grey, brown leather trimmed, heater, one owner only, taxed, £695.—King's Motors, 1, High St., Hounslow. Tel. 5554. [C3049

1950 Austin A40 saloon, dark green, small mileage, one owner; £825.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2289. [C4011

1951 A40 Countryman, radio, heater, 12,000 miles, immaculate, B.M.T.A. consent, controlled price; £725.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1088

1949 A40, one owner, heater, beautiful condition, £665; also 1950, a must as new, £775.—Blue Star Garages, 564, Kensington High St., W.14. Tel. Western 9651. [9105

ARCHIE SIMONS & Co., Ltd.—1951 Austin A40, fitted with most attractive wooden coachbuilt van body, one owner since new, nominal mileage; £495.—94, Gt. Portland St., W.1. Lan. 1543. [C4013

NAYLOR & ROOT.—1949 Austin A40 sun roof, must green/beige, heater, attractive and economical, £695; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272.

1952 Austin A40 pick-up, 6,000 miles, as brand new, fitted tonneau cover, heater, etc., B.M.T.A. permission at list price.—L. J. Perren, 235, Allenby Rd., Southall. Waxlow 4811. [9306

1950 Austin A40 Countryman, 20,000 miles, Austin maintained, not used commercially; £795; can be seen and tested at London Bridge by appointment.—A. H. R., 10, Duke St., Hill, S.E.1. Hop 1068. [9274

595 gns.—Austin A40, July, 1948 saloon, Portland grey, brown leather, radio, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4015

£645.—1948 Austin A40 saloon, with sun roof and built-in heater and radio, new engine just fitted, beige cellulose guaranteed unmarked, interior looks unused, complete vehicle a perfect specimen one owner only.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3023

Austin A40 Cars Wanted

THE CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1

TELEPHONE: Euston 1212

[0957/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0912/R

URGENTLY required, good late model Austin A40 immediate cash.

LEE GREEN MOTORS, 343-5, Lee High Rd., S.E.12. Tel. Lee Green 0384 [C2056/R

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

CASH buyers of good Austin A40s, distance no object.—Hattons, Lord St., Southport. [0786/R

A S/R post-war Austin A40 required.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0725/R

CAMDEN MOTORS urgently require a 1949/50 Austin A40 saloon.—Particulars and price required to CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Austin cars in first-class condition.—May 5051. [W3045

AUSTIN TWELVE

DICKS.

1947 Austin 12 saloon, very economical, definitely unmarked; £595.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6868-9. [C1072

1947 (Aug.) Austin 12 saloon, black, one owner, H.M.V. radio, exceptional condition; £625.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [C3034

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TWELVE

1939 Austin 12 Gordon 4-door d/h saloon; to clear, £350.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1939 Austin 12 7-seater limousine; best offer over £500.—The Stores, Durdle Door, West Lulworth. Tel. West Lulworth 344. [9162

1947 Austin 12 saloon, one owner, black with brown, small mileage; £575.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1028

£375 !!!—1939 Austin 12-4 de luxe saloon, spotless condition throughout and excellent value. 3 months' guarantee, hire purchase, exchanges.—LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

ROSE & YOUNG Ltd., offer 1938 Austin 12 4 saloon, good condition, blue; £245.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station. Tulse Hill 6464. [C3057

525 gns.—Austin 12, May, 1946, de luxe 4-door saloon, black, sliding head, brown leather, carefully used, excellent condition; taxed, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Austin Twelve Cars Wanted

CMT THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921/R

AUSTIN SIXTEEN

CAR MART, Ltd.
LONDON distributors.

1949 Austin 16hp saloon, heater, guaranteed; £715.

1952 Austin 16 hire limousine, 200 miles; £1,275.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

GATEHOUSE MOTORS offer:—

1936 Austin 16hp saloon, long chassis, in excellent condition; £250.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

H. A. SAUNDERS, Ltd., offer:—

1948 Austin 16 saloon, maroon with brown upholstery, radio, heater, spotlights, etc., recorded mileage 32,500; £635.

836—842, High Rd., N.12. Hillside 0024. [C2027

SAUL & SLATTER, Ltd., offer:—

1948 Austin 16hp saloon, black, brown leather upholstery, radio; £625.

44—46, Aldermans Hill, N.13. Tel. Palmers Green 1205/7175. [C4002

PHILIP RICKARDS, Ltd., offer:—

1948 Austin 16hp, black/brown, 26,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

ARTHUR MULLINER, Ltd., offer:—

1948 (Nov.) Austin 16hp saloon with sliding head, black with brown leather upholstery, well maintained, one owner, fitted heater, mechanically sound and in very good condition throughout, complete customer-protection guarantee, attractive part-exchange allowances, lowest-level prices.—5 good reasons why it will pay you to contact us without delay.—ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 307. [C3019

269 gns.—1939 Austin 16 saloon, clean car.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

1946 Austin 16 saloon (choice 2); to clear, £475.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

AUSTIN 16 Goodwood saloon, 1938, material upholstery, £250.—Salcott Motors, 1a, Salcott Rd., S.W.11. Batt. 1187. [C4000

1947 (November) Austin 16, 26,850 miles, black and brown, in excellent condition, 6 months' warranty; £575.—Haskins, Ladbroke 1155. [C3027

1948 Austin 16, black, sliding head, brown leather, radio, heater, immaculate condition, taxed, one owner.—Treasure, 66, Stow Hill, Newport, Mon. [9018

1948 Austin 16 saloon, black, brown leather upholstery, excellent condition throughout, one owner, taxed, £595.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049

8000 miles only.—One owner 1949 Austin 16 big-body saloon, black/brown leather, condition literally as new and mileage guaranteed, sold new and maintained by ourselves; £795.—L. F. DOVE, Ltd, Guildford Rd., Woking, Surrey. Tel. Woking 1282. [C1078

£645 !!!—1949 Austin 16hp saloon, beautiful condition, sparkling black finish with brown de luxe leather interior, heater, radio, etc., a small mileage car, fastidiously maintained and regularly serviced by distributors, guaranteed in writing.—CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. Monday-Saturday. [C1055

HIRE Limousine 1950, partition, 7-forward, leather, low mileage, black, reasonable cost.—A. & S., 2 Providence Court, Grosvenor Square, 2941-Mayfair. [C1006

Austin Sixteen Cars Wanted

AUSTIN 16 in good condition for cash.—Tel. Valentine 2098 or 4674. [8446

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922/R

Austin Sixteen Cars Wanted

THE CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212. [0955/R

HIRE Limousine urgently required 1950/51, low mileage.—A. & S., 2 Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN EIGHTEEN

225 gns.—Austin 18, 1956 Hertford de luxe saloon, blue and black, sliding head, blue leather, very carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4016

AUSTIN A70 & A90

CAR MART, Ltd.
LONDON distributors.

1952 Austin A90 Atlantic saloon, 200 miles; £1,375.

1951 Austin A90 saloon, heater, 9,000 miles; £1,075.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

GUY ALFREEDS & Co. offer:—

1951 Austin A70 utility, H.M.V. radio, rear bumper, small mileage, unmarked, B.M.T.A. consent.

1950 Austin A70 saloon, small mileage, one owner, superb.—6-7, Warren St., W.1. Euston 5268. [C1005

H. A. SAUNDERS, Ltd., offer:—

1952 Austin A90 sports saloon, black with beige upholstery, radio and heater, recorded mileage 3,500; £1,075.

836—842, High Rd., N.12. Hillside 0024. [C2027/1

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A70 saloon, black with brown upholstery, radio and heater, recorded mileage 17,000; £845.

836—842, High Rd., N.12. Hillside 0024. [C2027

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A70 saloon, beige, brown leather, radio, 9,000 miles.—WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4045

ACE SERVICE STATION (LONDON), Ltd., offer:—

1950 (late) Austin A90 power-operated convertible, low mileage; £885.—NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [C1000

CHARLES FOLLETT, Ltd., Sole Distributors for Leamington Francis London and Home Counties, offer:—

1952 Austin A90 sal., black, red leather, one owner, 5,000 miles only, as new; £1,125.

OFFICIAL Lea-Francis Service Station, Burndale Yard, off Elgin Ave., W.9. Cun. 5956. [C2010

1950 Austin A70 Hampshire saloon, black, radio.—Autowork, Ltd., Winchester. Tel. Winchester 4884/5408. [C1010

1949 Austin A70 saloon, colour black, fitted heater and radio.—Dunham & Haines, 46, Castle St., Luton 2100. [C1079

1950 Austin A70 saloon, black, 12,000 miles, immaculate; £845.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1028

1950 (Oct.) Austin A70 saloon, beige, radio, heater, 16,000 miles, private owner, immaculate; £800.—17, Buxton Gardens, W.3. Acorn 5002. [9180

1950 Austin A90 Atlantic convertible, 14,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3568. [C1027

AUSTIN A90 Atlantic saloon, as brand new, only 8,000 miles, heater, radio; would part exchange larger car.—Musselwhite, Faringdon 2257. [8985

1950 (May) Austin A70 grey, export model, 21,000 miles, excellent condition; offers around £800, private sale.—Connolly, Welbeck 9531. [9057

1952 A90 sports saloon, heater, taxed, ready for road; £1,344.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1950 (August) Austin Atlantic convertible coupe, electric hood and windows, heater, cream and black, Austin serviced since new, 1,700 miles.—Box 2422. [9148

AUSTIN A90 saloon, 970 miles, very carefully run in, black with red upholstery, radio, heater; offers invited.—Slade Cottage, Pinewoods, Ash, Aldershot, Ash Vale 2354. [9124

1950 Austin A70 saloon, buff with brown leather, 100% condition throughout; £775.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

1950 (Aug.) Austin A90, power-operated convertible, 18,000 miles, radio, heater, one owner, can be seen and tried London or Colchester area.—Tel. Colchester 4457. [8986

AUSTIN A70 & A90

A90 saloon, Dec., 1951, 6,000 miles, black with fitted seat covers, as new and in perfect condition, any trial given; £1,175 or near offer.—Tel. Hertford 3671, or write, Box 2379. [9057

1950 (Nov.) Austin A70 Hampshire saloon, black, radio, heater, sunroof, one owner, really first-class condition throughout; £835, exchanges deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4033

A90 April, '51, black saloon, red upholstery, specially modified to give cruising and maximum speed 15% higher than standard model, petrol consumption 25mpg, and a delight to drive, carefully maintained, 13,000 miles only; £950 o.n.o.—Box 2462. [9329

1951 (reg. Dec. '50) A90 convertible, automatic hood and windows, just fitted heavy duty Michelin tyres, spare unused, newly recellulosed, taxed Dec., radio, heater, Rimbellishers, wing mirrors, signpost lamp, mileage 13,000; £950 o.n.o.; Manchester.—Box 2429. [9218

1951 (Aug.) Austin A70 Hereford saloon, fitted with air-conditioner, in maker's attractive pale blue, small mileage; would consider car in part exchange; B.M.T.A. permission to sell; £975.—"Southwinds," Smugglers Walk, West Worthing, Sussex, Goring-by-Sea 42151. [9000

Austin A70 and A90 Cars Wanted

THE CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212. [0953/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. [0581/R

AUSTIN EIGHTEEN

1939 Austin 18 7-seater limousine, clean, smart, reliable car, 4 new tyres and tubes; £345; no offers.—Chiswick 5368.

1939 Austin 18 Ivor 7-pass. limousine, Tickford head, leather, one owner; £700.—Kidners, 2, Rosemont Rd., Hampstead, N.W.3. Hampstead 4454. [9099

1937 Austin 18hp Chalfont 7-seater, partition, magnificent, 5 months' guarantee, £375; payments.—Vaughan, 17, Astwood Mews, S.W.7. Frobisher 1519. [C4056

AUSTIN 18hp Norfolk saloon 1938, black, brown leather, one owner, small mileage, exceptional condition.—Saville, 197, Newton Drive, Blackpool. Tel. Blackpool 22448. [9163

AUSTIN 18 1938 7-seater saloon, face forward occasionals, black cellulose, blue leather upholstery, £525; Austin 7 1936 Ruby saloon, blue, £240.—Tel. Barkway 226, nr. Royston, Herts. [9318

1939 Austin 18hp Ivor 7-pass. limousine, one owner, leather, 54,000 miles only, exceptional condition; £750.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1935 Austin 18 long chassis York saloon, privately owned since new, taxed, good tyres, chassis and bodywork exceptional condition for year of manufacture; £225.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [C2050

Austin Eighteen Cars Wanted

CMT THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956/R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924/R

1938 (39 privately owned Limousines also 7-passenger Saloons urgently required. A. & S., 2 Providence Court, North Audley Street, Mayfair-2941. [W1006

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925/R

AUSTIN TWENTY-EIGHT

AUSTIN Ranelagh limousine, first registered 1941, low mileage and in first-class condition throughout; £695; seen by appointment.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1075

LIMOUSINES Ranelagh, 1939, partition, forward occasionals, leather, certified mechanically, moderate mileage, bargain value. Fifty limousines—Lists Posted.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

AUSTIN A125 & A135

ACRES offer:—

1949 Austin Sheerline saloon, finished in black, light fawn upholstery, heater and radio, positively unmarked and in magnificent condition throughout, first £1,050 secures.—ACRES AUTOS, Ltd., 186 Streatham Hill, London, S.W.2. Tel. Tulse Hill 1905. [C1002

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Sheerline, 11,000 miles, grey, with grey upholstery.—Tel. Radlett 5681-6. [C4005

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A125 & A135

CAR MART, Ltd.
LONDON distributors.
1951 Austin A135 Princess saloon, radio, heater, 12,000 miles; £1,695.
1951 Austin A135 Princess saloon, radio, heater, 16,000 miles; £1,595.
1951 Austin A125 Sheerline 7-seater limousine radio, heater, 7,000 miles; £1,475.
CAR MART, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1089

H. A. SAUNDERS Ltd., offer:—
NEW Austin A125 Sheerline saloons and limousines now available for immediate delivery, best part exchange allowance for your present car; H.P. terms available.
836 High Rd., N.12. Hillside 0024. [C2027

H. A. SAUNDERS, Ltd., offer:—
NEW Austin A135 Princess saloons, now available for immediate delivery, best part exchange allowance for your present car, H.P. terms available.
836 High Rd., N.12. Hillside 0024. [C2027

GUY SALMON AUTOMOBILES offer:—
1950 Austin Sheerline, black, immaculate; £1,195.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS: Individuality, new and used.
1952 Austin Sheerline saloon, grey, radio.
103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1950 Austin Sheerline saloon, excellent condition; £1,035.
GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., N.W.1. Euston 6811. [C2025

CHARLES POLLETT, Ltd., Sole Distributors for Les-Francis London and Home Counties, offer:—
1952 (March) Austin Sheerline sal., metallic blue, grey leather, one owner, radio and heater, 4,900 miles only, as new in every respect; £1,750; (present list price £2,267).
OFFICIAL Les-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cun. 5956. [C2010

1950 (Oct.) Austin Sheerline saloon, silver, grey leather upholstery, heater, radio, one owner.
W. J. BROWN, Ltd., established over 50 years.
339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

AUSTIN Sheerline 1951, metallic green, ex. condition, one owner, 24,000; £1,250 or offer; no dealers.—Box 2409. [9076

FUNERAL Hearses Built in our own Coachworks supplied direct to Purchaser. Inspection invited. Address enquiries:—
HEARSES Alpe & Saunders (Coachbuilders) Ltd., Station Approach, Kew Gardens, Richmond 1161. [9094

1952 Sheerline saloon, heater, radio, taxed, ready for road; £2,282.—H. A. Saunders, Ltd., 144 Golders Green Rd., N.W.11. Speedwell 9011. [C4009

AUSTIN Sheerline 1951, black beige hide, radio, heater, 14,000 miles; £1,275.—J. Davy, 180-182, Kensington High St., W.8. Western 9641. [C1069

1949 Sheerline, colour black, immaculate; £850.—Clayton's Cars (London), Ltd., 337 Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). [C1050

Austin A125 and A135 Cars Wanted

THE CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212. [0352/R

B. J. HUNTER, Ltd.
1950 Austin Sheerline wanted, low mileage preferred.—22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6309. [W2040

AUSTIN MISCELLANEOUS

H. A. SAUNDERS, Ltd., offer:—
NEW Austin 16hp hire cars. Now available for immediate delivery. Best part exchange allowance for your present car; h.p. terms available.
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FERRARIS OF CRICKLEWOOD, Ltd., invite you to call and inspect the new Austin A40 sports tourer, model 2 seater bodywork affords complete weather protection, twin carburettors, engine gives sparkling performance.—200/220, Cricklewood Broadway, N.W.2. Gladstone 2234. Open to 7 p.m. week-days. [C2008

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S.
ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube), Ham. 6011. [0926/R

AUSTINS wanted.—Smiths, 86 Chalk Farm Rd., N.W.1. Gul. 2767. [0822/R

Austin Miscellaneous Cars Wanted

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham N.15. [0598/R

ALL models Austin urgently required.—Corfitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [W1056/R

HATTONS, of Lord St., Southport, will buy Austins 1938 to 1950, 8 to 16hp, in condition above average. [0788/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233. [0541/R

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m., night service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0125. [0414/R

NORMAND, Ltd.,
THE best service only, highly skilled mechanics with efficient supervision.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0223

C. G. NORMAN & Co.,
AUTHORISED Austin retailers, service, spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

THE CAR MART, Ltd.
LONDON distributors: spare parts for all model cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500) and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6717), and 582, Streatham High Rd., S.W.16 (Streatham 7751). [0160/R

AUSTIN spares for old and new models.—Jenners, Ltd., Birchington. [6852

FOR Austin spares and replacement units.—Sands, Burnham, Bucks. 84. [0305/R

AUSTIN 20 spares, 1938, list on request.—Taylor & Lown, 2, Rosemont Rd., Hampstead, N.W.3. Hampstead 4434. [9100

AUSTIN 7 spares, lowest prices, largest stock, stamp for price list.—Witham's, 18, Balham Hill, S.W.12. Battersea 5280-5769. [0846/R

FRICKERS, of Holland Park, for Austin spares and service.—Holland Park Ave. (next door to Underground). Park 5077. [82016

AUSTIN 7 spares, any year, any part, largest stockists in U.K., exchange units. Try Northwood's first.—45-47, Newington Causeway, S.E.1. Hop 2652/2820. [0729/R

BROCKHURST GARAGE.—Harrow agents for Austin, sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0205/R

NEW gears, reconditioned, guaranteed, 7, 10, 12; exchange rear boxes and repairs to all types.—Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.3. Pri. 6159. [0567

WEST LONDON.—Rogers Garage; repairs and service, stockists. New address, Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome. [83054/R

AUSTIN spares for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Distributors of Austin Spare Parts, Longbridge House, Great West Road, Bedfont, Feltham, Middlesex. Tel. Feltham 4274-5. [0599/R

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

BENTLEY (3½- & 4½-litre)

CAR MART, Ltd.
1951 Bentley Mark VI standard steel saloon, black with brown leather upholstery, 13,500 miles, in exceptional condition, passed by manufacturers; £4,250.
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [C1059

HOFFMANNS OF HALIFAX, Ltd.—Send for full details of first-class used Bentley cars available.—Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944. Proud member of the Swain Group. [C2087

RIPPON.
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RIPPON BROS., Ltd.
THE leading Northern Bentley specialists

HAVE a very fine selection of post-war Bentley cars from £2,350.
RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0906/R

R. F. FUGGLE, Ltd.
1950 (November) Bentley Mark VI standard steel saloon, black and grey, maroon upholstery, genuine mileage 2,500.
1937 Bentley 4¼ Hooper 4-door saloon, complete wartime history, genuine moderate mileage, in faultless condition throughout; £1,650.
R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

JACK OLDING OF MAYFAIR.
OFFICIAL Rolls-Royce and Bentley retailers, offer from their selection of first-class used Bentley and Rolls-Royce cars a 1951 Bentley Mark VI standard saloon, metallic grey, low mileage (remaining period of covenant to be signed); full details on request.—Audley House, North Audley St., W.1. Mayfair 5242-3-4. [C2035

BENTLEY (3½- & 4½-litre)

JACK BARCLAY, Ltd.
LARGEST official retailers of Bentley and Rolls-Royce, stock list of used models on request to
12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.
JACK BARCLAY, Ltd. [0067/R

SWANMORE GARAGE.
ROLLS-ROYCE and Bentley Specialists
1176—1180, Christchurch Rd., Boscombe, Bournemouth.
1936 Bentley 3½ Mayfair 2-door saloon.
1936 Bentley 3½ Wm. Arnold 4-door saloon.
1937 Bentley 4¼ Freestone & Webb saloon.
1937 Bentley 4¼ Gurney Nutting saloon.
1937 Bentley 4¼ Barker 2-door saloon.
1937 Bentley 4¼ Vanden Plas d/h 4-door 4-str.
1939 Bentley 4¼ overdrive H. J. Mulliner saloon.
1947 Bentley Mk VI steel saloon, 28,000 miles.
ALL at very reasonable prices and in very beautiful condition.
EXCHANGES, terms.
TEL. Southbourne 1032. [C4024

RUSSELL MOTORS offer:—
1937 4¼ Bentley K.T. Series fixed head coupe by Van Vooren, radio and heater, Marchal lamps; £1,325; any trial or examination.
1935 3½-litre Bentley Park Ward special 4-door saloon, exceptional car; any trial or examination.
1934 3½-litre Bentley Barker 4-door saloon, new tyres, excellent throughout; £785; any trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [3090

HAROLD RADFORD & Co., Ltd.
INVITE you to call and inspect their unique selection of Bentley cars.
1949 4¼-litre Bentley Mark I Countrryman saloon, colour grey with walnut veneered side panels, red leather upholstery with cream piping, cream washable roof lining and many extras, chassis No. B.397.BG, speedometer reading 28,000 miles.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

MASCOT MOTORS Ltd. offer:—
1934 3½-litre Thrupp & Maberly sports saloon.
MASCOT MOTORS, Ltd., 237/243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [C5007

MANN EGERTON & Co., Ltd., offer:—
1949 (Nov.) Bentley Mk. VI standard steel saloon, 30,000 miles, midnight blue with blue leather upholstery, the whole car in magnificent condition.
14 Berkeley St., London, W.1. Recent 2073. [C2003

COOMBS & SONS (GUILDFORD), Ltd. offer:—
1938 Bentley 4¼-litre Park Ward saloon, dim. radio, etc., repainted; £1,950.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

LARGE stock of 3½-4½ Bentley cars for disposal.
H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 2060 (10 lines). [0036/R

1939 Bentley 4¼ sports saloon, with overdrive; £2,250.
EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1355. [709 [7649

1936 Bentley 4¼-litre Park Ward steel saloon, black, brown leather.
PADDON BROTHERS, Ltd., 60, Cheval Place, London, S.W.7. Kensington 9477. [C5033

1935 3½-litre Bentley Thrupp & Maberly saloon, £645.—Tel. Maidenhead 1022. [9250

1950 (late) Bentley Mark VI std. saloon, black/brown, 14,000 miles, choice of two, from £3,650.
1948 Bentley (April) std. steel saloon, immaculate, 22,000 miles; £2,850.
THE above cars have been serviced by Messrs. Bentley Motors, Ltd.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [9115

1948 (Feb.) Bentley Mark VI standard steel saloon, 44,000 miles.—Ernest Sutton, Tel. Rogate 4. [C3023

1950 Mark VI standard saloon, black and grey, 20,000 miles, in excellent condition throughout; £3,350.
1948 Mark VI Bentley standard saloon, black and silver mist, 45,000 miles, in excellent condition; £2,550.—Walton-on-Thames 2907. [9252

1950 Bentley Mk VI sal., colour mistletoe green, 26,000 miles, one owner, H.M.V. radio, 100% condition.
TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1949 Bentley Mark VI all-steel 4-door sports saloon, low mileage, for immediate delivery. For fullest particulars apply:—
GROSE, Ltd., Northampton. Tel. Northampton 4580. [6490

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½- & 4¼-litre)

1948 Bentley Mk. VI standard steel saloon, black with fawn leather, modifications and extras, unblemished. £2,950.—Box 1713. [7179

CHARLES FOLLETT, Ltd.—Accredited Rolls-Royce & Bentley retailers & repairers, offer at keenly competitive prices the following:—

1950 Bentley Mark VI standard steel sal., two tone grey, slate blue hide, one owner, chromium-plated removable luggage carrier, just decarbonised and completely checked; £3,450.

1950 Bentley Mark VI standard steel sal., midnight blue, beige hide, one owner, serviced; £3,495.

WE supplied both the above cars new and have maintained them the whole time and can offer them with confidence.

OVERDRIVE Bentley 4¼, sedanca coupe by James Young, black, completely reupholstered, outstanding condition; £2,050.

OFFICIAL retailers & repairers—18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

BENTLEY Mk VI sal., Dec. 1948, blk., one owner, 52,000 miles, meticulously kept, guaranteed; £2,650.—C. G. Norman & Co., Vic. 2211. [9085

1951 Bentley Mark VI standard steel saloon, grey with maroon leather upholstery; genuine 5,500 miles, as new throughout; price £3,750.

WADHAM BROS., Ltd., Automobile House, Banister Rd., Southampton. Tel. 2991-5. [9501

1949 grey standard steel saloon, serviced by makers; £2,750; private.—Rimmer, 18, St. Thomas's Rd., Chorley, Lancs. Tel. 2277. [9011

1947 Mark VI Bentley saloon, 28,000 miles, excellent history, £2,450.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [9517

SPORTS 2-door 3½-litre Saloon, boot, splendid condition, exceptional bargain; £865.—A. & S., 2 Providence Court, Grosvenor Square, Mayfair-2941. [C1006

BENTLEY 3½-litre 1934 Park Ward saloon, very good condition throughout; £775.—Spindler, Chelworth, Crudwell, Malmesbury. Tel. Crudwell 275. [9010

1935 Bentley 3½-litre Mulliner 4-door saloon, in immaculate condition throughout; £675 or near offer.—3, Richmond Hill, Bristol, 8. Tel. 37073 or 67871 evenings. [9048

THE HALFWAY GARAGE, Bath Rd., Padworth, Berkshire.—1936 3½-litre 4-door saloon by H. J. Mulliner, finished in black cellulose with brown leather, for quick sale at £695.

THE HALFWAY GARAGE, Bath Rd., Padworth, Berkshire. Tel. Woolhampton 505. [9155

1935 Bentley 3½-litre Thrupp & Maberly sports saloon, one owner, 82,000 miles, very good history; £935.—Taylor & Crawley, 48 Kensington Court, W.8. Western 6015. [8566

1938 Bentley Park Ward 4-door saloon, carefully maintained by main R.R. agents, in exceptional condition; £1,425.—Central Garage (Croydon), Ltd., Fell Rd., Croydon. Tel. Croy. 7464. [C1042

1934-5 Bentley 2-door sports saloon, body by Gurney Nutting, whole car in exceptional condition with very modern lines; £895.—Central Garage (Croydon), Ltd., Fell Rd., Croydon. Tel. Croy. 7464. [C1042

CLARKE'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four-hour service to owners; used cars available for inspection.—Tel. Brookwood 2201-2. [0558/R

1935 3½-litre Mann Egerton ride control 4-door sports saloon, excellent condition throughout, new tyres just fitted, taxed year, for sale on behalf of client; £1,095.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [0293/R

1952 (April) Bentley Mark VI (big bore) fitted with special lightweight 4-door saloon by H. J. Mulliner, under scuttle type bonnet locks, folding arm rests to driver's seat, etc., blue with blue leather, 3,200 miles, balance of covenant to be signed.

1951 (Nov.) Bentley Mark VI (big bore) black with beige leather, 9,000 miles, balance of covenant to be signed.

CHARLES ATTWOOD & SON, Ltd., Bentley Special Retailers, Stafford St., Wolverhampton. Tel. 20634. [8626

1952 standard steel Mark VI Bentley saloon, 4¼-litre (big bore), green with red leather, numerous extras, passed by manufacturers very low mileage; under list price.—Fox, 5-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 7687. [9086

BENTLEY Mark VI, new 15 March, 1951, guaranteed mileage 6,000, special Abbott power operated drop head coupe, roof interior identical to saloon when raised, press button windows, first quality leather, polished selected walnut, fitted over carpets, exterior in Alpine Mist and Silver, individually unique and perfect; B.M.T.A. re-sale at £1,500 off list price.

H. SUTCLIFFE, Sherbourne Rd., Acocks Green, Birmingham, 27. Tel. Acc. 1656. [8341

1950 Bentley Mark VI standard steel saloon but with many special features, 23,000 only and regularly serviced by makers, all new tyres just fitted (first set), definitely looks like a new car and open to any examination or trial, £3,975.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Dealers, Ford House, New Rd., Dagenham. Rainham 770 (8 lines).

BENTLEY (other than 3½- & 4¼-litre)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

1927 6½-litre Bentley 2-door fixed head coupe, in exceptional condition; £225.—Woking Motors (Maybury Hill), Ltd., Woking 1925. [C9057

1951-52 Bentley 4¼-litre big bore standard saloon, superbly maintained, little used and unmarked, balance of covenant; £3,995.—W. Mumford, Ltd., Abbey Garage, Plymouth 3481. [9323

Bentley Cars Wanted

ROWLAND SMITH'S (the Bentley buyers).—Hampstead High St. (Hampstead Tube.)—Ham. 6041. [0927/R

Bentley Cars Wanted

SOUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516/R

CMT

THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (corner of Piccadilly). Grosvenor 5434. [0958/R

WANTED, Bentley black saloon, Mk. VI, state year, mileage, very lowest price, private buyer.—Box 2418. [9126

HATTONS MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St., Midland 2457. [0357/R

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 253. [0540/R

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 5362. [0062/R

ROSE & YOUNG, Ltd., urgently require Mark VI Bentley.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [WS057

SUPPLY & DEMAND

The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS

SECOND-TO-NONE in PULLING POWER

A & S always purchase Saloons, also foursome coupes, 1935 to 1951, please forward details Aipe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

E. D. ABBOTT Ltd (officially appointed Bentley retailers) are open to purchase pre-war privately owned Bentley saloons and coupes.—Farnham, Surrey. Tel. 6282. [8108

PRIVATE use, post or late pre-war Bentley or Rolls-Royce, must be in excellent condition; immediate decision, cash.—Acres Cottage, Sonning-on-Thames. Tel. 2345 Sonning. [8680

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May 6266. Service works and stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592/R

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624/R

JACK OLDING, official Bentley retailers.

RECEPTION for service in the heart of Mayfair. A complete overhauls, mechanical or coachwork.

TEL. Mayfair 5242 for collection.—18, Providence Court, W.1. [8303/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0595/R

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [S1042/R

B.M.W.

B. J. HUNTER Ltd., offer:—

1939 B.M.W. drop head foursome coupe, maintained regardless of cost, complete history with us; £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

BOND MINICAR

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1952 Bond Minicar 2-seater, 1,000 miles only, practically unused, together with a choice of six others in similar condition, licensed and ready to drive away from 249gns.

HIRE PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motorcycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

GUY ALFREDS & Co. offer:—

1950 Bond Minicar, 197cc, speedometer reading 7,000, fine order; £170.—6-7, Warren St., W.1. Euston 2268. [C1005

Bond Minicar Wanted

BOND MINICAR, in good condition, for cash.—Tel. Valentine 2096 or 6574. [8448

Bond Minicar Spares and Service

CENTRAL GARAGE, Croydon, offer: spares and service for Bond Minicar.—Central Garage, Croydon 7464. [S1042/R

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827/R

BRISTOL

L. F. WARD, Ltd.

1948 Bristol 400 saloon, two owners, radio, heater, 27,000 miles, genuine car.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4043

ANTHONY CROOK offers:—

1951 type 401 Bristol, under 10,000 miles, supplied and maintained by us from new; also 1950 type 401, under 10,000 miles; and 1949 type 400.—Anthony Crook Motors, Ltd., leading Bristol distributors, Town End, Caterham Hill, Surrey. Tel. 2232-3. [C1063

FRAZER-NASH CARS offer:—

1950 (Sept.) 401 Bristol saloon, black, 19,000 miles, one owner, radio, heater, immaculate condition.

1949 (1950 series) 401 Bristol with Farina 2/4-seater, convertible cabriolet bodywork, grey, blue leather.

1947 401 Bristol with Superleggera saloon bodywork, metallic grey, beige leather, completely overhauled by us.

1949 400 Bristol saloon, beige leather, metallic green, radio, heater.

ALSO several other type 400 Bristols.

FALCON Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [C2015

KEVILL-DAVIES & MARCH, Ltd.,

OFFICIAL Bristol retailers.

41-52, Hay's Mews, Berkeley Sq., W.1. Gros. 2561. [0296/R

UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, 80, Piccadilly, W.1. Grosvenor 4141. [0618/R

1950 Bristol 401 drop head coupe, low mileage, £2,350.—Park Garage (Molesey) Ltd., Hampton Court Way, Molesey. Tel. 4371. [C3057

1950 (September) Bristol 401, unmarked, heater, grey, superb car, fitted radio, etc., 14,000 miles, serviced throughout by main dealer (one owner); £2,350, terms, exchanges.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 5151-2. [C4046

1951 (July) Bristol 401 saloon, one owner, 5,000 miles only, definitely as new, heather grey, radio, heater, taxed; £2,450.—Phillip Foster, 106, High St., Uxbridge. Tel. 1202. [9277

1948 Type 400 saloon, finished in black, fitted radio and heater and other extras, low mileage and immaculate condition throughout.—George Newman & Co. (Brighton), Ltd., 39/40, Old Steine, Brighton 28102/4. [9096

1952 Type 401 saloon, finished in Bristol metallic green, negligible mileage, used for careful demonstrations only, immaculate condition throughout.—George Newman & Co. (Brighton), Ltd., 39/40, Old Steine, Brighton 28102/4. [9095

1949 Type 400 Bristol saloon, exceptionally low mileage, positively indistinguishable from new throughout, close ratio gear box, many extras, works maintained.—Autowork, Ltd., Winchester. Tel. Winchester 4884/5406. [C1010

1952 (April) Bristol 401 saloon, run 4,058 miles only, guaranteed genuine, fitted radio, heater and seat covers, blue with grey leather, this is almost a new car; price £2,700, no offers.—Philip H. Johnson, Ltd., Opposite G.P.O., King's Lynn. Tel. 2424. [9074

1950 (February) Bristol 400 saloon, immaculate, in black with beige upholstery, H.M.V. radio, badge bar, etc., mileage only 28,000, carefully used and maintained, 28 m.p.g.; we should welcome any exchange suggestions.—Nixons Garage, Hassell St., Newcastle, Staffs. Tel. 69154. [9052

Bristol Cars Wanted

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). [0476/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRITISH SALMSON

195 gns.—British Salmson, August, 1938, 12hp twin OH camshaft, foursome drop head coupe, black, beige leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

B.S.A.

TANKARD & SMITH, Ltd., offer 1934 B.S.A. 10 saloon, in silver; £125.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

185 gns.— B.S.A. Scout, 1938 10hp series 5 sports 4-seater, black, green leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

B.S.A 1934, 10hp, fluid fly-wheel and pre-selector, Mulliner body with sun roof; recently rebored and overhauled; only 43,000 miles; present owner since 1935; very reliable car in excellent condition; £185; seen evenings after 7 and week-ends.—Tel. Wallington 3254. [8217

B.S.A. Cars Wanted

B.S.A., in good condition for cash.—Tel. Valentine 2098 or 4674. [8447

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0328/R

B.S.A. Spares and Service

BASIL ROY, Ltd., B.S.A. (Scout model) spares; comprehensive stock; wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

SPARE parts for 10hp and 12-6 fluid flywheel models. —Allens, Victoria Rise, Clapham S.W.4. Macaulay 4199 and 6252-3. [0641/R

BUGATTI

LATEST model Type 57 Bugatti saloon, guaranteed car; £750.—J. Lemon Burton, 3, Lonsdale Rd., London, N.W.6. [0828/R

A. C. WHINCOP offers his Bugatti, specially built 1950 to type 57B specification from new and reconditioned spares; 4,000 miles only, performance slightly superior standard XK120! £775.—Old Orchard, Charlwood, Surrey. [8981

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071/R

BUICK

SIMPSON'S MOTORS offer:—

1951 Buick saloon, radio, heater, all extras, low mileage.

1950 Buick Riviera coupe, fitted radio, heater, seat covers, all extras.—Simpson's Motors (Wembley), Ltd. (American Car Specialists). Wembley 8691/3905. [C4015

JOE THOMPSON (MOTORS), Ltd., offer:—

RHD, nearly new, last year's Show Model, 4-door Riviera saloon, colour black.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [C4028

1946 (October) Buick Roadmaster convertible, heater, radio, electric seats and hood, black, very quick car.

1949 Buick Roadmaster convertible, dynaflow drive, heater, radio, black, magnificent carroserie

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

CAMDEN MOTORS.—Buick; for post-war Buicks and all other American models see special advert. in "Where to Buy Your Car" supplement.

CAMDEN MOTORS.—Buick Viceroy saloon, 1938, in black with brown de luxe leather upholstery, full 6-seater body, a privately owned car in good all-round condition, overriders, etc.; £345.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars. Hire purchase, part exchanges, free delivery. Showrooms open till 8 p.m. Monday Saturday. [C1035

1949 Buick, left-hand drive; £1,625.—Clayton's Cars (London) Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1947 Buick convertible, power operated top, radio, heater, covers, etc., magnificent car; £1,195. —Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1939 Buick Regal coupe, new tyres, radio, one owner since new, most beautiful condition; £545.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. [8916

1937 (Sept.) Buick Viceroy saloon, black with brown hide, fitted with radio and 2 spare wheels in modern metal covers, 4 new retreads and new battery, excellent condition; £395.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

BUICK 1948 right-hand drive 4-door super saloon, attractive 2-tone green, seat covers, Lucas lighting conversion, new tyres, serviced by Lendrum & Hartman, low mileage, this car is privately owned, has been chauffeur kept and is in excellent condition throughout; £1,600.—Acorn 1102. [9062

1946 Buick Super 8, over £100 recently spent on overhaul, full 6-seater saloon, fitted radio, heaters, air conditioning, demisters, screenspray, lighters, foglamp, traffic blinkers, a most beautiful car, leaving nothing to be desired in comfort and performance, £1,250 o.n.o.—K. Lowe, 80, Ampthill Rd., Flitwick, Beds. [8045

Buick Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Buick buyers. Wembley 8691/3903. [W4015/R

CAMDEN MOTORS urgently require a 1939/40 31hp saloon and a drop head foursome coupe.—Particulars and price required to

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

7-SEATERS private 1937/38 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0301/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

Cadillac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3903. [W4015/R

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London W.1. Regent 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oaks Lane, Wellesden Junction, N.W.10. Tel. Elgar 7911. [0012/P

CHEVROLET

SIMPSON'S MOTORS offer:—

1949 Chevrolet saloon, right-hand drive, all extras.

1949 Chevrolet saloon, very good condition throughout, comparatively low mileage.—Simpson's Motors (Wembley), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

BRITISH & COLONIAL MOTORS offer:—

1950 Chevrolet Styleline de luxe saloon, l.h.d.

1949 Chevrolet Styleline de luxe saloon, r.h.d.

CHOICE of other Chevrolets in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

JOE THOMPSON (MOTORS), Ltd., offer:—

1950 Chevrolet 4-door saloon, low mileage, colour black; £1,350.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [C4028

1934 Chevrolet saloon, good condition; £95.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

Chevrolet Cars Wanted

SIMPSON MOTORS (WEMBLEY), Ltd., the Chevrolet buyers. Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares, exchange engine service, main dealers.—Mayner Motors, Ltd., Southampton St., Southampton. So'ton 3266/4944. [0865/R

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [S1027/R

CHRYSLER

£300.—Chrysler Richmond saloon, good condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

1951 Chrysler Plymouth 4-door saloon de luxe, 3,000 miles, radio, heater, covers, etc., magnificent condition throughout.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

£245!!! Chrysler 20hp saloon de luxe, magnificent bodywork and leather interior, one of those rare vehicles beautifully maintained and in excellent condition; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2052

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—53-65, Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. [0643/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chrysler buyers. Wembley 8691/3903. [W4015/R

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0829/R

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mai. 5555/2155. [0495/R

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0361/R

CITROEN

C. G. NORMAN & Co.

CITROEN sole distributors for the county of London, service, spares and replacement units.—C. G. Norman & Co., 50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0758/R

H. W. MOTORS, Ltd., offer:—

1950 Citroen Light 15, registered in year, 10,000 miles, black with brown upholstery, Bluemels wheel, whole car in spotless condition with new front tyres; £850.

1949 Citroen Light 15, maroon with cream wheels, paintwork unmarked, latest type pedals, perfect condition; £750.

H. W. MOTORS, Ltd., New Zealand Ave., Walton-on-Thames 2404/5/6. [C2042

RICHARDS & CARR always have a stock of Citroens.

1938 Light 15 saloon, £325; 1940 Big 15 saloon, £315; 1939 Light 15 roadster, £425; 1946 Light 15 saloon, £495; 1948 Light 15 saloon, £645; 1949 Light 15 saloon, £765.

35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

CITROEN

JOHN S. TRUSCOTT, Ltd., for Citroen.

SEVERAL competitively priced post-war models are usually available.

ONLY first-class examples are offered.

EXCHANGES, deferred terms.

SKILLED Citroen service; spares stocked.

173, Westbourne Grove, W.11. Bay. 4274. [C4035

ACE SERVICE STATION (LONDON) Ltd.

THE Citroen Distributors, offer the following carefully selected and unrepeatable bargains from England's largest stock of post-war Citroens.

1948 Light 15, choice of two, blue or maroon, £695.

1947 Light 15; £625.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [C1000

1950 Citroen 6-cyl de luxe saloon, mileage 14,500

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus 2874-5. [9112

DAGENHAM MOTORS, Ltd., offer the following car:—

1947 Citroen Light 15, black/green hide, sun roof, £625.

56, Park Lane, W.1, Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388; and 8 & 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [C1066

WOKING MOTORS (MAYBURY HILL) Ltd., Woking 1928, offer:—

1948 (Aug.) Citroen 15hp de luxe saloon, colour sand/beige leather, 17,000 miles; £645.

1947 model Citroen 15hp de luxe saloon, black with brown leather, sprung steering wheel, oil coil Fram.; £575. [C4057

WORTHING MOTOR Co., Ltd., for Citroen sales, spares, service.—Tel. Worthing 71. [5340

1949 Citroen Light 15 saloon, one owner, black, £750.—E.F.S. Motors, Kingston By-pass, Esher. Tel. Emberbrook 3000. [C2004

1947 Citroen (Nov.) Light 15, superb order; £595. —Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

145 gns.—Citroen 12 (1935 model) 4-door saloon, black, red leather, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

CITROEN Super Modern 12hp f.w.d. saloon, 1936, really excellent condition, fast, economical, good tyres, new battery, perfect steering, brakes, etc., taxed Dec.; £195 or offer.—Barn Cottage, Walberton, Arundel. Tel. Eastergate 367. [9192

ROSE & YOUNG, Ltd., offer 1949 (October) Citroen 6-cylinder de luxe, separate front seats, immaculate condition inside and out, black; £885.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station.) Tulse Hill 6464. [C5057

CITROEN, 1940 model, off stand at Paris Show, 6-light saloon, familiale version 6-cylinder, first taxed 1941, 40,000 miles, recently refurbished, good tyres and battery; can be seen Hakewills, Willow Lane, Wargrave, Berks. £525. Browell. Tel. Wargrave 107. [9008

Citroen Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 3434. [0172/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0930/R

ACE SERVICE STATION (LONDON) Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles, trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

CITROEN, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8449

CASH immediately for good Citroen.—G. Edwards, Amenbury Lane, Harpenden, Herts. Tel. 118. [W2000/R

EXCEPTIONALLY high prices paid for Citroens in good condition.—Mayfair 0131 or Harrow 4646. [W500-

RICHARDS & CARR buy post-war and good pre-war Citroens.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

JOHN S. TRUSCOTT, Ltd., are consistently good buyers of really well-kept Citroens.—173, Westbourne Grove, W.11. Bayswater 4274. [W4035

PRIVATE purchaser requires Citroen 6 for cash.—Full particulars and price to F. F. Baker, Bagthorpe, near King's Lynn. [8948

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years, repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

BRING your used car to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. 'Grams: "Trubie." [0081/R

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms.—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Citroen Spares and Service

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen parts, reconditioned drive, trains 48-hr. service. [1749

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 2017. [0200/R

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow. 2284), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked. [0585/R

COOPER

MARK V Cooper not raced fitted specially tuned Triumph engine interchangeable with J.A.P., special pressure fuel feed eliminating carburettor floats complete with Bedford bus transporter; £950; 3 tuned J.A.P.s; £65 each.—Tel. Ilford 0166. [8240

DAIMLER

DICKS.

1937 Daimler 17hp saloon, high grade car, £375.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

CAR MART, Ltd.

1947 Daimler 2½-litre saloon, 20,000 miles; £975.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

TOM GARNER, Ltd., offer:—

1952 Daimler 2½-litre special sports coupe, ivory and black with red leather, radio, heater, etc., 4,800 miles only; £500 under list price.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [C2020

WILCOX (SLOUGH), Ltd., offer:—

£975.—1947 Daimler 2½-litre 18hp sports saloon, extremely nice example, ideal for professional or family use.

MORRIS House, Chandos St., Slough, Bucks. Slough 21429. [C4052

STRATSTONE, Ltd., Daimler Distributors.

DAIMLER 2½-litre Consort saloon (1952), maroon with red leather, air conditioning, 5,000 miles, £1,975.

DAIMLER 2½-litre special sports coupe (1950 model), black with fawn leather, H.M.V. radio, excellent condition, £1,750.

DAIMLER 2½-litre saloon (1950), black with brown leather, outstanding condition; £1,525.

DAIMLER 2½-litre Barker coupe (1948), 4-seater, first-class condition; £1,325.

DAIMLER 2½-litre saloon with division (1939), black with cloth to rear, very well maintained; £675.

DAIMLER EL24 limousine (1938), black with leather throughout, excellent order; £550.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404), 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). [C4022

1949 Daimler 2½-litre saloon, as new; £1,265.—Wray Park Garages, Reigate 2263. [9258

1938 Daimler 17 saloon, immaculate order; £575.—Wray Park Garages, Reigate 2263. [9255

1951 Daimler Consort, 12,000 miles, as new; £1,625.—Wray Park Garages, Reigate 2263. [9256

1952 Daimler Consort, new, quick delivery.—J. Davy, 180-182, Kensington High St., W.8. Western 9641. [C1069

1938 24hp E.L. Daimler 7-passenger limousine, 48,000 miles only, private owner, absolutely immaculate, £595.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30 Arnold 4604. [C3017

DAIMLER 1950 Consort, black, radio, heater, covers, perfect condition; £1,500.—Coucher, 25, Melcombe Court, N.W.1. Pad. 7502. [9170

CHARLES FOLLETT, Ltd., Sole Distributors for Lea-Francis London & Home Counties, offer the following selection of guaranteed Daimler models.

1947 Daimler 2½-litre saloon, in really exceptional condition, black, has been most carefully maintained and offered at £1,195.

1950 Daimler 2½-litre special sports coupe, black, beige leather and hood, radio, heater, 21,000, maintained by makers, outstanding example; £1,750 (present list price £2,762).

1950 Daimler 2½-litre full 4-seater drop head coupe by Barker, black, green leather, 5,000 miles only, radio and heater, superb condition; £1,525.

ALL the above cars are offered with a written guarantee.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

DAIMLER limousine, 1939, E.L.24, body by Windover, very good condition; can be inspected any time.—Apply Walsall & Dist. Co-op. Scy., Traffic Dept., Shaw St., Walsall, Staffs. [9044

1948 2½-litre saloon, blue blue leather, one owner, immaculate condition, recorded mileage 16,870; £960.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

£595.—1939 2½-litre 18hp 4-door sports saloon, dark blue with blue hide upholstery, sliding roof, twin pass lights and automatic jacks, car maintained by Daimler works, taxed for year and in superb order throughout.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 2951; after 6, Tulse Hill 4755. [C2009

LIMOUSINES 24hp, 1938, partition, black, widest occasionals, superb, private, from £585.

LIMOUSINES 32hp Straight-8, Hooper Coachwork, partition, widest occasionals, magnificent condition, black, low cost. (Fifty Limousines—Lists Posted). Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006

Daimler Cars Wanted

B. J. HUNTER, Ltd.

REQUIRE post-war Daimler.—22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0932/R

CAMDEN MOTORS urgently require a 1948/50 Daimler 2½-litre saloon and a drop head foursome coupe.—Particulars and price required to

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

Daimler Spares and Service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236/R

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [6145

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spare unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0460/R

DELAGE

BARTLETT.—Delage D 6/70 drop head coupe, many extras; £395.—27A, Pembridge Villas, W.11. [C1013

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., Delage world concessionaires.—Rapid engine and body repairs; parts stocked.—82, Park St., W.1. [0659/R

DELAHAYE

SELBORNE (MAYFAIR), Ltd., sole concessionaires.

1952 Delahaye 135M foursome coupe, 400 miles only; £2,950.

82, Park St., W.1. Mayfair 4733/5. [8342

£1450.—1949/50 streamlined Delahaye drop head coupe, Cotal box and many extras, first-class condition, consider post-war car part exchange.—"Ingeva," The Avenue, Fareham, Hants. Tel. 3417. [9184

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd., Delahaye world concessionaires.—Rapid engine and body repairs; parts stocked.—82, Park St., W.1. [0660/R

DELLOW

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties; new and used Dellow cars available for immediate delivery.—33-35, East Dulwich Rd., London, S.E.22. New Cross 2456. [0610/R

DE SOTO

SIMPSON'S MOTORS offer:—

1948 De Soto saloon, radio, heater, seat covers, all extras, fluid drive.—Simpson's Motors (Wembley), Ltd. (American Car Specialists). Wembley 8691-3903. [C4015

D.K.W.

D.K.W. 1938 fixed head saloon, reconditioned engine, needs running in.—Below.

D.K.W. 1938 all-metal drop head coupe.—Below.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc., repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016/R

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066/R

DODGE

£90, or £50 down £4 month.—Dodge 1938 9 coupe, body needs attention.—7, Radcliffe Rd., Croydon. Tel. 1503. [C2041

1947 Dodge special de luxe saloon, r.h.d., leather upholstery, one owner; £825; would consider cheaper Vauxhall or Standard exchange.—8, Marks Rd., Moordown, Bournemouth. [9169

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192/R

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362/R

FIAT

FOR Fiat enthusiasts.

CLAIRMONTE BROS., Ltd., always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450.—Shanklin Rd., London, N.8. Mountview 5285. [0440/R

500 model, 1939, 2-strs.; choice of three.—Fox and Nicholl, Ltd. Derwent 1122. [C2013

500 Fiat coupe, 1938, recently overhauled at over £150 (bills available), new tyres, dynamo, etc.; £230.—Farr, Weston Bury, Hitchin. [9296

C. V. RUSHMER, the Fiat specialist for guaranteed rebuilt models, 2- and 4-seaters available.—39, Holland Park, W.11. Park 5731. [C3061

1939 500 2-seater, good mechanical condition, taxed; £250.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [8923

1938 cabriolet, first registered 1945, reconditioned, recellulosed, taxed; £325.—S. & S. Motors, 165a, Westbourne Grove, W.1. Tel. Bay. 1644. [8924

1938 Fiat 500 coupe, extensive overhaul, smart appearance, written guarantee; £245.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2645. [C2057

FIAT

MAYFAIR GARAGES Ltd., aim to give the finest value possible in used Fiat cars, and always carry a large selection in stock at to-day's lower market prices, all with three months guarantee, below.

MAYFAIR GARAGES Ltd.—Post-war 500 fixed-head coupe, first reg. October, 1948, r.h. drive, grey with leather upholstery, very economical good looking car with excellent road performance, 3 months' guarantee, £425, below.

MAYFAIR GARAGES Ltd.—1939 500 second series de luxe convertible coupe, grey with leather upholstery, carefully maintained, very smart car in outstanding condition throughout, three months guarantee, £365, below.

MAYFAIR GARAGES Ltd.—Late 1939 500 fixed head coupe, black, leather upholstery, bumpers, smart car in excellent mechanical condition throughout, 3 months' guarantee, £325, below.

MAYFAIR GARAGES Ltd.—1938 model 500 convertible coupe, blue, leather upholstery, smart and economical car in excellent condition throughout, 3 months' guarantee; £245, below.

MAYFAIR GARAGES Ltd. 1937 500 convertible coupe, choice of two in good mechanical condition with three months' guarantee; £195, below.

MAYFAIR GARAGES Ltd.—To provincial customers our exchange assembly service enables us to give them the same Fiat sales satisfaction as that enjoyed by purchasers resident in the London area, below.

MAYFAIR GARAGES Ltd.—Descriptive list and copy of *The Autocar* Road Test Report on request below.

MAYFAIR GARAGES Ltd., Fiat Sales and Service, Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5; open 9-6, Sats 9-12. [C3009

1938 Fiat 500 coupe, excellent order, engine recently reconditioned; £260; terms and exchanges.—H. Rose, Lynch Garage, Uxbridge, Middlesex. Tel. Uxbridge 122. [C3055

500 1939 (September) 2-seater convertible, immaculate throughout, kept as stable mate to 400 Bristol, fitted many extras and maintained regardless of expense; £295.—D. C. Pitt, Amberley 2243, Gloucestershire. [9051

225 gns.—Fiat 500, August 1937, coupe, grey, blue leather, good tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C401

Fiat Cars Wanted

ROWLAND SMITH'S

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933/R

FIAT in good condition for cash.—Tel. Valentine 2098 or 4674. [8450

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any firm in the country; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104/5. [0695/R

Fiat Spares and Service

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909/R

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0136/R

B.D.J. (ENGLAND), Ltd., offer exchange engines fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow. Byr. 6028. [0325/R

MAYFAIR GARAGES, Ltd., Fiat renovations, sales and repairs by skilled British and Italian mechanics; model 500 service/exchange assemblies, body-trim and accessories stocked.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), W.1. Tel. May. 3104-5. Open 9-6; Sats. 9-12. [0632/R

FORD (8 h.p.)

W.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford 8hp Anglia saloon, colour black, reconditioned engine, brakes and steering overhauled, good tyres, ready for immediate delivery; £595.

THIS car is available for demonstration anywhere any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

CAR MART, Ltd.

1950 Ford Anglia saloon, 3,000 miles; £620.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R

H. A. SAUNDERS Ltd., offer:—

1950 Ford 8 Anglia saloon, black with red upholstery, recorded mileage 7,100; £595.

836—842, High Rd., N.12. Hillside 0024. [C2027

ALLAN TAYLOR MOTORS, Ltd., offer:—

MARCH, 1940, Ford Anglia, fitted new engine; £385.

APRIL, 1950, Ford Anglia, 6,000 miles; £650.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [7719

1947 Ford Anglia sal., black, 23,000 miles, ex. cond.; £435.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (8 h.p.)

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Anglia, green/beige, 5,200; £620.

56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388, and 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green, 4821. [C1066

1949 Ford 8 Anglia saloon, as new; £485.—5, Courtenay Gate, Hove. [9144

FORD 8 de luxe, sun roof, leather, 53,000 miles, one owner, perfect; £250.—Claygate (Surrey) 2692. [9174

1939 Ford 8 D L saloon, perfect condition; £285.—A.E. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

FORD 8 saloon 1947, in excellent condition, recently fitted with reconditioned 10hp engine; £395.—Box 2417. [9098

1949 Anglia, black, green upholstery, loose covers, first-class condition; £485 o.n.o.—Wembley 2155. [9128

1950 Anglia saloon, green, brown leather, excellent condition, one owner.—Dobsons, Ltd., Staines 801. [C1074

1948 Ford Anglia, black, excellent condition, 4 very good tyres; £450.—110, Wightman Rd., Harringay, Mon. 8879. [9140

1950 (June) Ford Anglia, fitted with 10 engine, stabiliser bars fore and aft, in very nice condition; bargain at £485.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey, Ripley 3122. [C1056

1949 (Nov.) Ford Anglia, beige, as new throughout, one owner, exceptional offer; £495.—Wembley Court Motors, High Rd., Wembley. Wembley 6797-8. [C4050

WALTER SCOTT, Ltd.—1950 Ford 3 Anglia saloon, black, as new; £515; terms, exchanges.—39, College Crescent, Hampstead N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

545 gns.—Ford Anglia, March 1950, 8hp saloon, black, red leatherette, one owner, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

465 gns.—Ford Anglia, August 1949, 8hp saloon, black, one careful owner, good tyres, excellent condition; choice of 3 from 465gns; terms, exchanges.—Rowland Smith, below.

395 gns.—Ford Anglia, June 1948, 8hp saloon, black, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

265 gns.—Ford 8, July 1939, de luxe saloon, dark blue, very good condition, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5. 1946-50 Ford Anglia saloons, low mileage, all guaranteed, also earlier models. [C576/R

£185—1935-6 Ford 8 4-door de luxe, recond. engine, really immaculate condition.—G. P. (Balham), Ltd., 3c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. [C2024

1949 Ford Anglia saloon, black, one owner, excellent condition throughout, mechanically perfect; £495.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 5779. [C3010

XXX 1948 (February) Ford Anglia saloon, black, brown upholstery, immaculate appearance, speedometer reading 16,151, carefully used and beautifully kept; written guarantee; £465; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [C2035

Ford Eight Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford 8 cars.—520, Euston Rd., N.W.1. Euston 1212. [0172/R

ROWLAND SMITH'S

ROWLAND SMITH'S the Ford buyers.—Hampstead High St. (Hampstead Tube) Hampstead 6041. [0934/R

FORD (10 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford 10hp Prefect saloon, colour black, leather upholstery, one owner, excellent condition; £650.

THIS car is available for demonstration anywhere any time; hire purchase terms can be arranged.—W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

PALMERS MOTORS, Ltd.

1947 Ford Prefect saloon, one owner, leather, excellent condition; £435; exchanges terms.—53, York St., Twickenham. Popesgrove 1890. [C3034

H. A. SAUNDERS Ltd. offer: -

1950 Ford Prefect saloon, light green with beige upholstery, recorded mileage 498; £815.

836—842, High Rd., N.12. Hillside 0024. [C2027

WELL HALL ROAD GARAGE offer:—

1948 Ford Prefect, completely reconditioned, black saloon, perfect; £475.

WELL HALL ROAD GARAGE, Well Hall Rd., S.E.9, Eltham 5854. [C3010

FORD (10 h.p.)

ARTHUR MULLINER Ltd., offer:—

1949 (Aug.) Ford Prefect saloon (latest series) black with brown leather upholstery, beautifully maintained, one owner, immaculate, could easily be taken for this year's delivery; incomparably guaranteed; purchase with confidence from a firm with a tradition of service to the traveller since 1760; attractive lowest-level price operating; may we send you our latest list?

ARTHUR MULLINER Ltd., Bridge St., Northampton. Tel. 307. [C3019

HENDON CENTRAL GARAGE, Ltd. offer:—

1949 Ford Prefect saloon, leather, taxed year, immaculate condition; £595.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Prefect, green/brown hide, 7,800; £725.

56, Park Lane, W.1., Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388; and 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green, 4821. [C1066

1950 (November) Ford Prefect saloon, black with brown leather, one owner, 7,800 miles, £675.

H. A. SAUNDERS, Ltd., 326-333, Euston Rd., N.W.1. Fuston 4511. [9292

1949 (Nov.) Prefect, green, leather, 8,000 miles, one owner, new condition; £575.—Box 2419. [9129

£650—Ford Prefect saloon, 1949, black with brown leather upholstery, in good clean condition.

£525—Ford Prefect saloon, Dec., 1948, black exterior, red leather upholstery, very good mechanically.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [C2008

£525—Ford Prefect saloon, Dec. 1948, black exterior, red leather upholstery, very good mechanically.—Below.

£650—Ford Prefect saloon, September, 1950, green with beige leather upholstery, immaculate and mechanically perfect.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [C2008

1950 Ford Prefect saloon, low mileage.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

345 gns.—Ford Prefect, 1939 model, saloon, black, loose covers, excellent condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Ford 10, November 1935, 4-door saloon (fitted 8hp engine), black, green leather; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4019

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5. —1946-50 Ford Prefect saloon, low mileage, all guaranteed. [0579/R

FORD Prefect 1949, beige/red interior, one owner, immaculate condition, new engine fitted; £585.—J. Dary, 180-182, Kensington High St., W.8. Western 9641. [C1069

£575—(Nov.) 1950 Prefect, black with beige leather, 16,000 miles, one owner; terms and exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2691. [C2031

1950 (Oct.) Prefect saloon, green leather upholstery, fitted radio, immaculate; £645.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1950 (July) Ford Prefect, beige, brown leather upholstery, 14,000 miles.—Gerry Browne Motors, 55-57, South Edwards Square, London, W.2. Western 4351. Trade only. [C1051

FORD 10hp Prefect (1946), excellent condition, one owner, leather upholstery, left-hand drive.—Can be seen Westmeads Garage, Butlers Marston, Warwickshire. Tel. Kineton 246 or ring Park 8470. [9321

£595 !!!—Late 1949 Ford Prefect saloon, full de luxe model with real leather upholstery, passlights, heater, 16,000 miles, and very carefully driven by one owner, sparkling condition.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars. Hire purchase, part exchanges, free delivery. Showrooms open till 8 p.m. Monday Saturday. [C1055

1938 Ford 10 (Nov., '37), new engine, 6,000 miles, brakes relined, good paintwork, good tyres, mileage 75,000; £200.—Blythman, 63, Heathfield North, Twickenham, Middx. Riv. 6625 before 5 p.m. [9243

1941 Prefect 4-door, leather, just carefully run-in after complete mechanical overhaul including reconditioned engine, carburettor, petrol pump, radiator, gears, back axle, steering, brakes, wiring, battery, all by main Ford agent at over £100, all accounts and guarantees, new car sooner than anticipated; £575.—Prospect 2725. [9287

Ford Ten Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 3434. [0174/R

FORD 10, in good condition for cash.—Tel. Valentine 2098 or 4674. [8451

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935/R

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

FORD (V.8)

CAR MART, Ltd.

1949 Ford Pilot saloon, guaranteed; £595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1033

FORD (V.8)

OVERSEAS CARS, Ltd.

1950 (Oct.) Ford Pilot saloon, black leather, heater, one owner, 12,000 miles; £750. For other Overseas Cars bargains see page 41.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3031

TOM GARNER Ltd., offer:—

1951 Ford V.8 Pilot saloon, black with brown leather, heater, 5,000 miles only.

TOM GARNER Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [C2020

ALLAN TAYLOR MOTORS, Ltd., offer:—

1950 Ford Pilot, leather, radio, heater; £750.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (3 lines). [7720

COOMBS & SONS (GUILDFORD) Ltd., offer:—

1949 Ford Pilot, black and blue; £675.

1948 l.h.d. Ford Mercury, radio, heater, etc., £750.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1951 Ford Pilot, green/beige hide, radio, 8,000, £825.

1951 Ford Pilot, blue/blue hide, 14,000; £795.

56, Park Lane, W.1., Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388, and 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green, 4821. [C1066

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

1946/7 American Ford V.8 convertible, r.h.d., heater, radio, loose covers, grey, recent overhaul.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

£325 !!!—Ford Mercury 91a d/h coupe, magnificent.—Value Cars, 862, Upper Richmond Rd., S.W.14. [9271

£185—Fixed head 2-seater coupe, immaculate condition.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. [C2022

1948 Ford Pilot saloon, black with brown leather, reconditioned engine fitted, 3,000 miles, in excellent condition; £595.

BREW BROTHERS, Ltd., 153, Old Brompton Rd., S.W.7. Kensington 2468. [9259

FORD V.8 1937 foursome Club coupe, one owner, new engine, perfect condition, radio and heater, all new tyres; £500 or nearest.—Grosvenor 2835. [C4012

1950 Ford V.8 Pilot, heater, brown upholstery, in black, 650gns, part exchange terms.—Mitchell, 1, High Rd., S.W.12. Balham 2234. [4584

£295—1939 (September) V.8 22hp 4-door saloon, reconditioned engine, exceptionally clean throughout, loose covers, new tyres; bargain.—Below.

£135—1936 V.8 30hp 4-door, exceptionally good engine; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1324

FORD V.8 91A 4-door maroon saloon, column gear-change, excellent condition; £845.—Jaguar, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

695 gns.—Ford V.8 Pilot, 1951, 4-door saloon, black, built-in radio, heater, loose covers, one careful owner, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Ford V.8, October 1938, 22hp 4-door saloon, fawn, red leather; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4015

£595 !!!—Ford Pilot saloon, 1949, de luxe series with leather interior, radio and heater, excellent black coachwork and in especially good mechanical order; strongly recommended.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars. Hire purchase, part exchanges, free delivery. Showrooms open till 8 p.m. Monday Saturday.

£599 !!!—Ford V.8 30hp American saloon with large mouth organ front, excellent leather interior and spotless condition throughout, first registered 1947 and magnificent value; 3 months guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

16000 miles only!!!—1950 Ford Pilot saloon, black cellulose like new, interior leather, absolutely unmarked, fitted heater and taxed year, one diplomat owner; £765.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

Ford V.8 Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—520, Euston Rd., N.W.1. Euston 1212. [0175/R

FORD V.8, in good condition for cash.—Tel. Valentine 2098 or 4674. [8452

ROWLAND SMITH'S the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936/R

UTILITY—FORD OR OTHER BODIES

DAGENHAM MOTORS, Ltd., offer the following car:

1939 Ford V.8 30hp 91A genuine wooden shooting brake, £625.

56, Park Lane, W.1., Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388, and 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green, 4821. [C1066

1947 Ford 10hp 6-seater Utilecon, one owner; £395.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8982. [C3004

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY—FORD OR OTHER BODIES

1935 Ford 8, metal utility body, reconditioned engine, £159.—PETER BANTOCK CAR SALES, 104 High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

£325.—1940 Prefect utility coachbuilt natural timber body, in perfect order.—Burkes Motors 295 Lewisham High St., S.E.13. Tel. Lee 1051. [C1032

325 gns.—Ford V.8 (registered 1948) ex-W.D. 30hp 4-door 8-seater timber utility, r.h.d., steering column gear-change, glass all round, drop tailboard, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford Utility Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0957/R

FORD CONSUL

DICKS.

1951 Ford Consul saloon, list price subject balance covenant and handling charge.—DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

Ford Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0958/R

WH

HAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [W3042/R

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul 2767. [0825/R

Ford Spares and Service

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 5665. [0225

FH. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordson; Dagenham reconditioned engines, 8, 10 and 30hp always available from stock.

219—221, Balham High Rd., S.W.17. Tel. Balham 3401. Also at—

FORD Rd., Folkestone 51222. [0406/R

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines).

[0514/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2253), main Ford dealers; service and all spares. [0093/R

WE have one of the biggest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). And 66, High St., East Ham, E.6. Grangewood 1136. [C5062/R

FRAZER NASH

1950 (September) Le Mans, 5,000 miles, all extras, perfect condition; £1,875.—Mansfield Autos, Ltd., Euston 2587. [C3001

£245.—Why pay more!!! 1948 registered and rebuilt Frazer Nash super sports 2-seater, fitted V.8 engine, terrific performance, £10 tax.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0959/R

FRAZER NASH-B.M.W.

NOEL ROSCOE offers:—

1937 Frazer Nash-B.M.W. 1½-litre type 40 cabriolet, outstanding condition; £295; hire purchase, exchanges.

AMERSHAM Rd., Chalfont St. Giles, 152. [C3062

FRAZER NASH-B.M.W. Type 45 cabriolet saloon, £250; seen London.—Alfriston 347. [9327

1939 Frazer Nash-B.M.W. 327 drop head foursome coupe, black, red leather; £495.

RIPCO, Ltd. (B.M.W.s PURCHASED), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

BARTLETT.—Frazer Nash-B.M.W. 1939 327/55 drop head; £695.—27a, Pembridge Villas, W.11. [C1013

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C5041/R

295 gns.—Frazer Nash-B.M.W. 1936, 2-litre Type 55, foursome drop head coupe, green, green leather, very good condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Frazer Nash-B.M.W. August 1935, 2-litre Type 55, convertible sports coupe, black, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£265.—F.N.-B.M.W. Type 45 saloon, one owner since new, August, 1935, 67,000 miles, taxed year.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

FRAZER NASH-B.M.W.

1938 (March) Frazer Nash-B.M.W. type 320, 16.2hp, 4-seater Cabriolet, one owner; always serviced here; price £550.—A. F. N. Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011). [C2015

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0940/R

HEALEY

DICKS.

1948 (September) Healey 2½-litre saloon, genuine 100mph car, cost £2,700, bargain at £695.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

ACLAND & TABOR, Ltd., offer:

1952 (Feb.) Healey Tickford saloon, grey, red leather, low mileage, radio, heater, works maintained.

1948 (April) Healey Elliott saloon, metallic blue, blue leather, passed by works.

SEE also under new cars.

WELWYN By Pass, Herts, Welwyn 401. [C1001

BARTLETT.—Healey 1950 Silverstone 2-seater,—27a, Pembridge Villas, W.11. [C1013

BROOKLANDS: Healey Distributors, London, Home Counties, "Still world's fastest 4-seater saloon."

1952 Healey Tickford saloon, maroon, beige.

1951 Healey Tickford saloon, silver, blue leather.

1950 Healey Silverstone sports 2-seater.

1949 Healey Elliott saloon, radio, heater, blue.

1949 Healey Silverstone, blue, many extras.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8551-6. [C1029

HEALEY-ELLIOTT sports saloon, first registered December, 1949, 25,000 miles; £1,250.—Hulland Gravel Co., Ltd., Cheadle, Staffs. [9814

1950 Healey Abbott d.h. coupe, black, one titled owner, immaculate condition; £1,275.—Silverthorne Motors, Ltd., 1015, Finchley Rd., N.W.11. Meadway 2288. [C4011

1951 Healey Tickford saloon, metallic grey, exceptional condition, low mileage; £900 below list price.—Hamtune Motors, Ltd., Sheep St., Northampton. Tel. 5616. [9054

1949 Healey Elliott saloon, maroon, low mileage, just passed by makers; £995.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

HILLMAN 10

SIMPSON'S (Edgware)

1947, very nice condition; £445.

SIMPSON'S MOTOR SALES (LONDON), Ltd., North Rd., Edgware. Tel. 3966 and 7070. [C4014

PALMERS MOTORS, Ltd.

1940 Hillman Minx saloon, £310; exchanges, terms.—53, York St., Twickenham, Popesgrove 1890. [C5054

BJ HUNTER, Ltd., offer:—

1950 Hillman Mark IV saloon, one careful owner, low mileage; £750.

BJ. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GLANFIELD LAWRENCE offer:—

1951 (Nov., 1950) Hillman Minx Ph. 4 saloon, black with brown leather, 16,000 miles only, fitted seat covers, heater, etc., beautiful specimen throughout; £799.—407, High Rd., N.12. Finchley 0091. [C2055

H. A. SAUNDERS, Ltd., offer:—

1950 Hillman Minx saloon, beige with red upholstery, recorded mileage 12,600; £795.

1949 Hillman Minx saloon, black with fawn interior, recorded mileage 22,800; £665.

836—842, High Rd., N.12. Hillside 0024. [C2027

PHILIP RICKARDS, Ltd., offer:—

1949 Hillman Minx Phase III saloon, beige red leather, radio, heater, 22,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/5. [C3051

WARWICK WRIGHT Ltd., offer:—

1951 (con. ex.) Hillman Minx Mark IV drop head coupe, black, red leather, heater, 7,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

WANSTEAD MOTORS Ltd., offer:—

1947 Hillman Minx drop head coupe, blue with blue leather, excellent condition throughout; £525.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [C4042

ARTHUR MULLINER Ltd., offer:—

1950 (Aug.) Hillman Minx Mark IV saloon, black with brown leather upholstery, small mileage, thoroughly maintained, one owner, very clean example of this universally popular and economical model, several excellent Mark IVs in stock, lowest-level prices, complete customer-protection guarantee, attractive part-exchange allowances, three good reasons why you should contact us without delay.

ARTHUR MULLINER Ltd., Bridge St., Northampton. Tel. 907. [C3019

HILLMAN 10

MCKINNON MOTORS, Ltd., offer:—

1950 (Aug.) Hillman Minx saloon, Mark IV, black, brown leather, loose covers fitted to match, rubber mats throughout, spare unused, one owner, taxed Dec., clock, 3,259 miles only, just as brand new car; £895.

1947 (June) Hillman Minx saloon, grey, Regency blue loose covers, large spot lamp to match, taxed Dec. 31st, two owners only, 24,000 miles, this whole car in brand new condition; £575; must not be confused with the usual '47 Minxs on offer.

SIX months' guarantee; trade enquiries welcomed.

MCKINNON MOTORS, Ltd., "Lancham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C5020

1949 Hillman Minx saloon, 25,000 miles, one owner; £675.—Below.

1947 (Oct.) Hillman Minx estate car, one owner, exceptional condition; £495.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8002. [C5004

1947 Hillman Minx coupe, black/brown, speedo reading 20,000, ex. cond.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2, Temple Bar 5338. [C4029

1948 Hillman Minx saloon, grey, radio, loose covers, engine overhauled, below.

1950 Hillman Minx Phase IV saloon, grey.—L. F. Dove Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [C1076

1940 Hillman Minx 10hp de luxe saloon, black with red leather upholstery, taxed year; £295.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C3005

1949 Hillman saloon, Phase III, taxed for year, reasonable mileage, most attractive car; £625.

WILL SHORT, Ltd., 2, 4, St. Cross Rd., Winchester. (Tel. Win. 2398.) [9235

1949 Mk. III Minx, beige, in excellent condition, six months' warranty; £600.—Haskins, Ladbroke 1155. [C5027

1939 Hillman Minx, two owners, excellent condition; £325, 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

HILLMAN 10hp (reg. 1952), excellent condition, 5-seater Utilicon body; £425.—Ivens Garage, B'ham 27. [9212

MITCHELL ERSKINE offers 1939 Hillman 10 saloon de luxe, black with maroon leather upholstery, very nice car; £305.

1939 Hillman 10 drop head coupe, grey with brown leather upholstery, attractive car; £525; terms one-third deposit, balance 18 months.—Mitchell Erskine, Ltd., 12, The Broadway, Cricklewood, N.W.2. Gladstone 7921. [9247

1943-4 series Hillman Minx saloon £595.—Jacomber Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

CASS'S MOTOR MART.—1951 Hillman Minx saloon, r.h.d., 16,000 miles, B.M.T.A. consent; £595.—5, Warren St., W.1. Euston 4110. [C1040

HILLMAN Minx 1947, black, one owner, 8,000 miles only, new; £595.—J. Davy, 180-182, Kensington High St., W.8. Western 9641. [C1069

1939 Hillman 10 saloon, excellent, guaranteed, £275; payments.—Vaughan, 17, Astwood Mews, S.W.7. Frobisher 1519. [C4056

1939 Hillman Minx d.h. coupe de luxe, only 37,000, engine reconditioned, respraved, almost new tyres, perfect condition.—Box 2408. [9071

1950 (late) Phase IV Hillman, 16,000 miles only, black with red leather, really beautiful condition; £775, 3 months' guarantee.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 8585. [9275

OWNER Mk. IV Minx saloon wishes to exchange for Mk. III or Mk. IV convertible, cash adjustment if necessary.—Neave, 15, Finchley Ave., Chelmsford 2957. [9141

325 gns.—Hillman Minx, April 1939, foursome drop head coupe, black, maroon leather, good tyres, very good condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Hillman Minx, 1934, 10hp 4-door saloon, maroon and black, sliding head, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1949 Hillman Minx Phase III saloon, blue, moderate mileage, good tyres; £675.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [C3011

£535.—J. Coryton, Ltd., offer 1948 (September) Hillman Phase II saloon, new engine, licenced, several extras, exceptionally clean; 6 months' guarantee.—Ken. 1410. [9201

1950 Hillman Minx Mark 4 saloon, one owner, 12,500 miles, covers, Ace rimbellishers, immaculate condition, maintained by distributors, owner going abroad; £820.—Batt, 5586. [9245

HILLMAN Minx saloon, reg. Oct., 1949, black/brown leather upholstery, heater, taxed end of year, regularly serviced since new and in first-class condition; reasonable offer accepted.—Box 2431. [9236

1948 Minx saloon, £185 deposit or £535 cash; 1946 Minx saloon, full leather, £145 deposit or £435 cash; 1947 Minx estate, £145 deposit or £435 cash; 1948 Minx saloon, £55 deposit or £105 cash.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. H.p. and exchanges.

HILLMAN 14

1939 Hillman 14 de luxe saloon, one owner since new; £575.—Chain Garages, Ltd., Hanger Lane, Junction Western Ave., Ealing, W.5. Perivale 4404-5. [C1045

£275.—Genuine 1939 Hillman 14 de luxe saloon, faultless runner, excellent condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 21

1937 Hillman 20 saloon, to clear; £125.—A. Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

HILLMAN MISCELLANEOUS

1937 Hillman 7-seater limousine, with division and tip up seats, black with brown leather, recently reconditioned, in excellent order, very suitable for hire car; early type Austin limousine wanted in exchange.
HERBERT ROBINSON, Ltd., Cambridge. Tel. 4461. [C3053

Hillman Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434. [0871/R
R
S
ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0941/R

R
ROOTES, Ltd.,
DISTRIBUTORS.
REQUIRE modern low-mileage Hillman cars.
BIRMINGHAM.—Lower Temple St. (Central 8411.)
MANCHESTER.—129, Deansgate. (Blackfriars 6077.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3252.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

CASH buyers of good Hillman Minxes, distance no object.—Hattons, Lord St., Southport. [0702/R

CAMDEN MOTORS urgently require a Phase III and a Phase IV Hillman Minx saloon.—Particulars and price required to
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Lonbridge Rd., Barking. Tel. Rippleway 1285. [0438/R

XXX Cash immediately for good Hillman.—H. F. Edwards, 200, Great Portland St., W.1. Langham 0012. [W2003

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [0088/R

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0552/R

Hillman Spares and Service

NORMAND, Ltd.,
THE best service only, highly skilled mechanics with efficient supervision.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0224

LONDON & COUNTIES MOTOR MART, Ltd.
HILLMAN repair specialist (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Renown 1183. [0676/R

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720/R

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [5102

HOTCHKISS

HAROLD RADFORD & Co., Ltd.,
SOLE concessionaires.
NEW and unregistered Hotchkiss (1952 Show model) 3½-litre Anjou saloon, 4-door, 5-str., twin carburettor, Paris/Nice engine, colour dark blue with light blue leather upholstery.
1950 (1949 Show model) Hotchkiss Paris/Nice 4-door saloon with twin carburettors, colour, grey with blue leather upholstery, Cotal electric gear box, one owner, speedometer reading: 26,352 miles in excellent condition.
SALES and Service.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

HOTCHKISS Gran Sports short chassis foursome drop head coupe, all new tyres, latest type Marchal head lights, fold flat windscreens, beautiful cellulose in blue and grey, blue hide interior, excellent oil pressure, latest type square instrument panel, terrific performance; £595.
METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

Hotchkiss Cars Wanted

HOTCHKISS, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8453

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). [S3047/R

H.R.G.

HAROLD RADFORD & Co., Ltd.,
SOLE distributors for London and Home Counties, offer:—
NEW and unused H.R.G. cars available for early delivery.
1951 (March) H.R.G. 1500, colour, grey with red leather upholstery, speedometer reading: 9,200 miles; fitted with tele-control shock absorbers; B.M.T.A. consent to sell; in very good condition.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

GUY SALMON AUTOMOBILES offer:—
1950 H.R.G. 1100 roadster, 17,000 miles, immaculate and beautifully maintained, enthusiasts model; £695.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1950 (Oct.) H.R.G. 1½-litre roadster, black, many modifications and extras, genuinely under 10,000 miles, no competition use, exceptionally well maintained car in every respect; trade and part exchange enquiries welcomed.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.
SHOWROOMS: 18, Berkeley St., W.1. May. 6066.
SPARE parts.
SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

HUDSON

SIMPSON'S MOTORS, offer:—
1949 Hudson 4-door saloon, chestnut brown hide upholstery.—Simpson's Motors (Wembley), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

£150—1936 Hudson 22 saloon, leather interior, radio, taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6430. [C1024

£195—1938 Terraplane 17hp saloon, in very good condition throughout; terms, exchanges.—C.A.P. Motors, 130, Clapham Rd., S.W.9. Reliance 2895-6. [C1088

Hudson Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Hudson buyers. Wembley 8691/3903. [W4015/R

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.
A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0861/R

REPAIRS; reconditioned gear boxes.—10, Winchester Mews, N.W.3. Pri. 6159. [0123

DISMANTLING Hudsons, 1939 17hp, 1937 22hp and 1934 17.—Motolympia, Welshpool. Tel. Oswestry 480. [0425/R

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568/R

HUMBER

DICKS.
1950 Humber Hawk saloon, low mileage, carefully used, showroom condition; £925.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

ACRES offer:—
1950 Humber Super Snipe, finished in black, light fawn leather upholstery, heater and radio, and many extras, speedometer reading 19,000, undoubtedly genuine; this magnificent vehicle is unmarked and indistinguishable from brand new, first £950 secures.
ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [C1002

CAR MART, Ltd.
1951 Humber Super Snipe saloon, 15,000 miles; £975.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

B. J. HUNTER, Ltd., offer:—
1950 Humber Hawk saloon, maintained by makers, low mileage, not the cheapest but one of the best offered at £950.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

MONTROE MOTORS offer:—
1946 (Nov.) Humber Super Snipe; £515.
1948 Humber Hawk saloon, grey; £635.
MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [C3015

SELBORNE (MAYFAIR), Ltd.
595 gns.—1946 Humber Pullman limousine, perfectly maintained by private chauffeur.
82, Park St., London, W.1. Mayfair 4733-5. [7333

ACLAND & TABOR, Ltd., offer:
1948 (Sept.) Humber Snipe 18hp saloon, black, very clean condition; £625.
WELWYN By Pass, Herts. Welwyn 481. [C1001

WARWICK WRIGHT, Ltd., offer:—
1950 Humber Hawk 14hp saloon, bronze, red leather, heater, 12,000 miles.
1952 (con. ex.) Humber Hawk saloon, blue, fawn leather, heater, 8,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

HUMBER

ARTHUR MULLINER, Ltd., offer:—
1950 (Sept.) Humber 16hp Hawk saloon with sliding roof (latest series), satin bronze with maroon leather upholstery, fitted H.M.V. radio and heater, well maintained, one owner, a full 5-seater in really excellent condition throughout, incomparably guaranteed; purchase with confidence from a firm with a tradition of service to the traveller since 1760; attractive lowest-level prices operating; may we send you our latest list?
ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019 I

GUY SALMON AUTOMOBILES offer:—
1951 series Humber Super Snipe, satin bronze, fitted heater, 19,000 miles, one owner; £950.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS: Individuality, new and used
1949 Humber Super Snipe saloon, grey, radio
103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

HENDON CENTRAL GARAGE Ltd. offer:—
1950 Humber Hawk saloon 14hp, 3,000 miles only, one owner, taxed year; the only car with this mileage in the country; £1,125.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1948 Humber Hawk saloon, speedo, 21,000 miles; £750.
BREW BROTHERS, Ltd., 33, Old Brompton Rd., S.W.7. Kensington 2468. [9261

HUMBER 7-seater with division, mechanically sound, will pass any test; £195.
KINGS AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 3527. Open week-days 9 a.m. to 7.30 p.m. [C2046

1950 Humber saloon 16hp, £950; or hired 36 months inc. tax and ins. £38/14. [9089

1949 Humber Super Snipe, black, 20,000 only, fully guaranteed; superb condition; £850.
H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [8908

179 gns.—1936 Humber 12 saloon, clean car.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

1952 Super Snipe 3,000 miles, satin bronze, perfect; offers, or would exchange for smaller car and cash adjustment.—Box 2420. [9157

HUMBER Hawk 1950, black/brown hide, H.M.V. radio, 18,000 miles; £875.—J. Davy, 180/182, Kensington High St., W.8. Western 5641. [C1069

1950 Humber Super Snipe, one owner, 11,500 miles, green and beige, heater; £895.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4037

1950 Humber Hawk 14hp saloon, black, heater and H.M.V. radio, 16,000 miles, A.A. report available; £925.—Campbell Symonds, Wembley 6262. [C1037

1950 Humber Hawk saloon, black with fawn leather, most attractive condition; £850.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4434). [C4022

1950 (August) Humber Super Snipe, steel grey, 12,000 miles, heater, radio, immaculate condition; £900.—Guyles, Archer Rd., Sheffield, 8. Tel. 50061. [9311

1949 Humber Super Snipe saloon, 18,000 miles, black with brown leather upholstery, fitted heater, chauffeur maintained, and in excellent condition; £860.
BREW BROTHERS, Ltd., 33, Old Brompton Rd., S.W.7. Kensington 2468. [9260

£250—Humber 12hp Vogue saloon, one owner since new.—Durngate Garage, Durngate Place, Winchester. Tel. Win. 2955, after hours Win. 4509. [C1010

£725—1948 Humber Hawk, 21,000 miles, regularly maintained, in new condition; terms and exchanges.—G. S. Hall Ltd., 302, King St., W.6. Riverside 2881. [C2031

NAYLOR & ROOT.—1948 Humber Hawk saloon, black/beige, sun roof, superb condition; £795; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C3022

£200—Humber 27 saloon, 1937, good condition taxed December, consider £100 down, £5 monthly, or exchange smaller car.—7, Radcliffe Rd., Croydon 1503 (private). [C2041

380 gns.—1940 Humber 16.9hp 4-door sun saloon, reconditioned engine 1951, magnificent; £135 deposit.—George Clarke (Motors) Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [C1060

HUMBER Super Snipe, first registered January 1st, 1948, saloon, black, mileage 49,370, maintained by own mechanic and only one driver, perfect condition, any trial and inspection; price £750.—Box 2572. [9005

1952 Humber Hawk 16hp saloon, 2,500 miles, black, B.M.T.A. permission to sell, balance of covenant; at list price plus handling charge.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2028

SUPER SNIPE, first-class condition, only 25,000 miles since new (1949), privately owned, well cared for, radio, heater, loose covers; genuine bargain at £785 o.n.o.—1, Old Field Close, Stanmore. Gri. 1989 (or May. 8240—10 to 5). [9111

1949 (Nov.) Humber Super Snipe saloon, black, brown hide, unusually well kept and quite beyond criticism in every detail; £865; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

1951 (July) Humber Imperial saloon, finished black with brown leather, fitted radio with rear speakers and heater; indistinguishable from new, 4,000 miles; offered at £750, below list price: £1,750.—Castle's, Church Gate, Leicester 65251. [9079

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

1950 Humber Pullman limousine, black/grey cloth with black leather to front compartment, chauffeur maintained and driven for managing director, immaculate condition, £1,395
CLARKE & SIMPSON, 75-79, Cadogan Lane, S.W.1. Sloane 4727 [C1048

1950 Humber Super Snipe, chauffeur maintained, black, immaculate condition, 22,000 miles, fitted heater, H.M.V. push-button radio, Ace Rimbellishers, etc.; £875.—C. Bradley & Son, Ltd., Rootes Group Area Dealers, Redditch, Worcs. Tel. 312. [9326

NEW Humber Super Snipe saloons at the new price of £1,292 12/3 including purchase tax, no declaration forms or covenants required, available for nearly immediate delivery.—Full details and illustrated catalogue on request from Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. [9103A

1951 Humber Super Snipe saloon, colour grey, upholstery to match, small mileage, one owner, fitted H.M.V. radio, Caldwell heater, loose covers, Ace rimbellishers, spot lamps, taxed year, spare unused, car as brand new; accept £895.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8 [9290

A & S Limousine, 1947, partition, forward occasionals, wonderful condition throughout, genuine low mileage, private, reasonable cost.
1949 Pullman Limousine, partition, forward occasionals, mileage negligible, delightful condition, bargain price. (Fifty Limousines—Lists posted.)—Alpe and Saunders, Providence Court, North Audley Street. Mayfair 2941. [C1006

Humber Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Humber cars.—320, Euston Rd., N.W.1. Euston 1212. [0872/R

R
ROOTES, Ltd.,
DISTRIBUTORS,
REQUIRE modern low-mileage Humber cars.
BIRMINGHAM.—Lower Temple St. (Central 8411.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3252.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

ROWLAND SMITH'S.
ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube.) Ham. 6041. [0942/R

HUMBER, in good condition for cash.—Tel. Valentine 2098 or 4674. [8454

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

XXX Cash immediately for good Humber.—H. F. Edwards, 200, Great Portland St., W.1. Langham 0012. [W2005

CAMDEN MOTORS urgently require a 1950/51 Humber Hawk and a 1950/51 Pullman Limousine.—Particulars and price required to
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086/R

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R

Humber Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Humber spares, sales and service.—79-89, Pentonville Rd., N.1. Terminus 1001-7. [0363

DE NORMANVILLE gear boxes.—H. & A. Engineering, 35, Grant Rd. Addiscombe 2931. [0780/R

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0398/R

JAGUAR

ACRES offer:—
1947 3½-litre Jaguar saloon, finished in silver grey, brown leather upholstery, heater, radio and discs, speedometer recording 14,000 miles, undoubtedly genuine, in truly magnificent condition throughout, first £695 secures.
ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [C1002

CRIPPS OF NOTTINGHAM.
1951 (March) 3½-litre Mark V Jaguar drop head coupe, 5,000 miles, one owner, radio, heater, loose covers, black/beige leather; tools unwrapped; £1,550.
CRIPPS & Co., Ltd., Lombard House, Parliament St., Nottingham. Tel. 46381. [9325

TOM GARNER, Ltd., offer:—
1951 Jaguar 3½-litre Mark V saloon, black with brown leather, 13,000 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [C2020

H
HENLYS, Ltd.,
ENGLAND'S Largest Jaguar Distributors
SELECTION of all models at attractive prices.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)
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BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0081).
GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS Ltd., England's Leading Motor Agents. [0027/R

PHILIP RICKARDS, Ltd., offer:—
1947 Jaguar 1½-litre saloon, low mileage, perfect condition.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

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Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

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1951 Jaguar Mark V drop head coupe, 10,000 miles; £1,495.
1948 (September) Jaguar 1½-litre special equipment saloon, grey with red leather, in really superb condition; £895.—Portsmouth Rd., Thames Ditton. Emberbrook 4551-2-3. [C4001

D. J. SHEPHERD & Co. (ENFIELD), Ltd.
1949 Mark V 3½-litre Jaguar, silver grey, blue leather interior, fitted H.M.V. radio, taxed, excellent condition throughout; £1,195.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [C4009

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1950 Jaguar Mk. V saloon, 14,000 miles; £1,475.
COOMBS & SON (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

!!—Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1950 model Mk. V Jaguar 3½-litre saloon, splendid order; £1,195.
GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [C2023

1950 Jaguar 3½-litre Mark V saloon, exceptionally low mileage, one owner, extras.
RIPCO, Ltd. (Jaguars purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

JAGUAR 1950 Mark V, under 9,000 miles, beige, perfect condition; £1,175.—Carmo, Primrose 0141. [9272

3½ Jaguar drop head, 1938, only fair condition, offered in exchange for S.S.100 similar.—Box 2407. [9069

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0081/R

£220 offer.—1937 Jaguar 2½ tourer, discs, new battery, rewired.—Halliday, 4, Culvert Rd., S.W.11. [9290

MARK V Jaguar saloon, 11,000 miles, exceptional condition throughout.—Beardmore, 28, Queensway, W.2. Bayswater 0136. [C1015

1939 2½-litre saloon, maintained in excellent condition by owner, black/grey leather, almost new tyres, taxed; £395.—Wes. 0628. [9217

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London area dealers.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0700/R

S.S.100 2-seater, 3½ Jaguar engine fitted 1951, superb specimen; £375, or exchange saloon or coupe.—45, Shirehall Park, N.W.4. Hendon 1648. [9001

1950 Jaguar XK.120, 8,000 miles; £1,575.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1947 1½-litre Jaguar special equipment saloon, light beige green leather upholstery, all new tyres, in exceptional condition throughout; £675.
BIRKETT MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 5766. [C1021

MARK V Jaguar 1950, one owner, 25,000 miles, radio, seat covers, spare set tyres, impeccable condition; £1,400 or near offer.—Campbell, Weybridge 3891. [9317

£225.—1938 Jaguar 2½-litre saloon, good condition.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

£665!!!—1947 Jaguar 3½-litre saloon, black brown leather, two owners, exceptionally well maintained.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

1950 Mk. V Jaguar 3½-litre saloon, black, one owner, in very excellent condition throughout; £1,250.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C3040

1948 Jaguar 1½-litre S/E saloon, colour grey with red leather, in nice order; £775.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1947.—3½-litre saloon, black/brown leather, radio, heater, etc., immaculate condition, £645.—H. A. Saunders, Ltd., 144, Golders Green Road, N.W.11. Speedwell 0011. [C4004

1948 (July) Jaguar 3½-litre saloon, black, brown leather, radio, heater, immaculate; £775.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

LANCASHIRE specialized sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. [0591/R

1938-9 3½-litre Jaguar saloon, black, exterior in good condition, engine recently reconditioned, brakes relined, 3 almost new tyres, good interior, fitted with radio; £385.
MIDLAND MOTOR Co. (BEDFORD), Ltd., 92, Midland Rd., Bedford. Tel. 4144. [9320

JAGUAR 3½-litre saloon, Mark VII, regd. Dec., 1951, total mileage 3,712, Radiomobile equipment, B.M.T.A. authority for resale to approved buyer.—Apply Tristrams, Ltd., Chester. Tel. 25262. [9313

JAGUAR 1½-litre, 1948 series Special Equip. model, extras, speedometer 19,269 miles, fast, comfortable, roomy, an outstanding car; a reasonable offer considered.—Owner, 72, Hartsdown Rd., Margate. [9319

JAGUAR 2½-litre 1940 4-door saloon, indistinguishable from post-war, finished silver grey; nearest £400.—8, Cranley Mews, S.W.7 (2 minutes South Kensington Underground). Kensington 8698. [C4016

1946 (April) Jaguar 3½-litre saloon, smart car, equipped with heater, radio, etc., must sell, new car being delivered; £500 o.n.o.—Write or tel., 1, Keswick Ave., Merton Park, London, S.W.19. Lib. 3372. [9240

CAMDEN MOTORS.—Jaguar 1½-litre 12hp sports saloon, 1937, quite one of the best of this series we have handled in the mechanical sense, this car has been extensively road tested and passed A1, engine, brakes, steering and suspension being in quite exceptional order for a pre-war car, the performance itself being most outstanding; £295.
CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, black/brown leather, very good runner with sound tyres; £395.
CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1938, attractive Jaguar green finish, engine recently decoked, serviced and tuned, strongly recommended; £395.
CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon (January, 1947), silver grey, engine overhauled, brakes relined, etc., moderate mileage; £675.
CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1936, black/red, very fast, discs, seat covers, etc.; £225.
CAMDEN MOTORS.—Jaguar 2½-litre drop head foursome coupe, 1940, special equipment model with air conditioner, passlights, etc., a very nice car, brand new hood and new Fort Dunlops fitted last month, outstanding mechanical order; £495.
CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1947, silver grey, red leather, heater, radio, screen spray, a one-owner car since new, genuine moderate mileage; £645.
CAMDEN MOTORS.—Jaguar 2½-litre drop head foursome coupe (December, 1948), a really fine car, all extras, 18,000 miles but looks much less; £775.
CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1940, prototype of 1947 model, full special equipment model, heater, passlights, discs, etc., superb performance; £495.
CAMDEN MOTORS.—Jaguar 3½-litre sports saloon (September, 1948), a beautiful low mileage car, all extras, discs, radio, heater, etc., etc., fastidiously maintained by one owner; £775.
CAMDEN MOTORS.—Jaguar Mark V 3½-litre saloon (December, 1949), silver grey, grey leather, nominal mileage, heater, etc., etc., superb value at £1,045.
CAMDEN MOTORS, Jaguar Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire-purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday/Saturday. [C1025

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1949 2½-litre Jaguar, black saloon, brown leather, H.M.V. push button radio, immaculate, one owner, offers over £900.—Write 61, Dorset House, Gloucester Place, London, N.W.1, or Tel. Welbeck 8973 before 10.30 a.m. [9263

795 ens.—Jaguar, September 1948, 3½-litre four-some drop head coupe, black, brown leather, heater and demisters, one careful owner, moderate mileage, good tyres, exceptional condition, terms, exchanges.—Rowland Smith, below.

595 gns.—Jaguar, July 1946, 3½-litre saloon, black sliding head, brown leather, one owner, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

1950 Jaguar 3½-litre Mark V saloon, dark blue and grey, fitted Jaguar mascot, winner of two concours d'elegance, a really beautiful car in first-class condition; £1,595.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

1949 Jaguar 1½-litre saloon, low mileage, very good condition, chauffeur driven and specialist maintained, wireless, heater, etc., owner received new car, colour gunmetal.—D. H. Mays-Smith, 6, Bloomsbury Sq., London, W.C.1. Holborn 3918. [9061

ARCHIE SIMONS & Co., Ltd.—1948 Jaguar 1½-litre saloon, colour black brown hide upholstery, special equipment model, i.e., built-in H.M.V. radio, heater and air conditioner, nominal mileage, a very good example of this most popular model; £745.—94, Gt. Portland St., W.1. Lan. 1545. [C4015

S.S. Jaguar 100 3½-litre 2-seater (first registered 1945), immaculate car finished in black with red leather, speedo, reading 30,000 believed true, new hood and side curtains, nearly new tyres all round, Colossal performance with the 100 well in reach; £565; terms, exchanges, etc.

GRAYS CARS (LONDON), Ltd., 277, Green Lanes, London, N.13. Palmers Green 2365. [9274

1946-7 Jaguar 2½-litre saloon, special equipment model; we have stripped this car in our works and recelluloised Jaguar gunmetal and rechromed; the interior is upholstered in red leather, and we have fitted new best quality carpets to match; the whole of the car is equal to a 1952 car, mechanically she is really excellent, having been recently overhauled at the Agents at a cost of over £100; also fitted with new H.M.V. push-button radio, heater and demister; the appearance of this car is second to none and the performance is truly amazing; £525; terms, exchanges, free delivery.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester, Pen. 3457. [C3000

Jaguar Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Jaguar cars.—150, Park Lane, W.1. Grosvenor 3434. [0675/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0943/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar car; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R

SAUL & SLATTER, Ltd.—44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 1205/7173. [W4002/R

JAGUAR, in good condition, for cash.—Tel. Valentine 2098 or 4674.

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

CAMDEN MOTORS urgently require a 1939-40 1½-litre Jaguar saloon and a drop head coupe.—Particulars and price required to—CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1085

XXX Cash immediately for good Jaguar.—H. F. Edwards, 200, Great Portland St., W.1. Langham 0012. [W2005

1939 40 1½- or 2½-litre drop head foursome Jaguar, only first-class condition considered, reasonable price, or similar 2-litre M.G.—Law, 67, Baldwin Ave., Eastbourne. Tel. Eastbourne 795, before 6 p.m. [9081

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HENLYS Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 5477.)

SPARES and replacement engines for all models.

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QUICK completion of repairs. [0563/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repairs and maintenance.—Service Station: Green Lanes, N.13. Palmers Green 1205/7173. [8400/R

PEERLESS MOTORS Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22594. [0430/R

R. P. POWELL (MOTORS), Ltd., East London area dealers for Jaguar cars, sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0404/R

LEONARD WILLIAMS & Co. (1940) Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0526/R

Jaguar Spares and Service

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialized service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719/R

JEEP

COACHCRAFT offer:—

£130.—Jeep, fitted with Zenith carburettor, gives 26-27mpg. oil consumption 1 pint to 600 miles, four new tyres, new heavy duty battery, first-class mechanical condition, taxed; first deposit secures.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [C1045

WHAT car never says no—why, a Metamet converted Jeep.—96, Belsize Lane, N.W.3.

1952 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8345. [0619/R

AMPHIBIAN Jeep-Willys, excellent condition, overhauled, repainted; £250.—Chandler, Rosebank, Rosslyn, Midlothian. [9029

UNREGISTERED Jeep utility, fitted most attractive body; £355.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6877-8. [C2043

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities, 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013, 0621. [0241/R

JEEPS right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 1095 Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0820/R

JEEPS!!!—Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. Winchester 4854/3406. [C1010

175 gns.—Jeep Willys, registered October 1946, green, hood, spare wheel, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked; exchange p.an engine, gear box, axles, pumps, etc., new hoods, gasket sets, brake linings, etc., etc.—351-355 High Rd., Chiswick, London, W.4. Chiswick 1919. [0055/R

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0954/R

Jeep Spares and Service

100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos. (See under Jeeps.) [0366/R

JACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom.—Spares and Service, 84-90, Holland Park Ave., W.11. Park 5077. [8505/R

JENSEN

BROOKLANDS: Individuality new and used.

1952 Jensen Interceptor, silver grey, red.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

JOWETT

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CLARKE'S OF PIRBRIGHT

MAIN Agents.

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GUARANTEED used Jowett products including:—

1952 Jowett Javelin de luxe saloon, 8,000 miles.

1950 Jowett Javelin de luxe saloon, 4,000 miles.

VANS and utilities from 1946 upwards.

DEMONSTRATION model to the latest specification available to clients considering the purchase of new Javelins.

CLARKE'S OF PIRBRIGHT.

PIRBRIGHT, Surrey

BROOKWOOD 2201-2

[0322/R

CAR MART, Ltd.

1949 Jowett Javelin saloon, heater, 12,000 miles; £725.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

NEWNHAMS, Ltd.

1950 Jowett Javelin de luxe saloon, black with red radio, very carefully used; £895.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646.

PURCHASE a new or good used Jowett from Kingston main agents.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4053

1949 Javelin saloon, black, beige upholstery, 32,000 miles, good condition throughout.

SHAW MOTORS, Ltd., 666-672, Garratt Lane, London, S.W.17. Wim. 3031-2. [C4038

JOWETT

HMBH

M. BENTLEY & PARTNERS, Ltd., offer:—

1948 (November) Javelin de luxe saloon, fitted with hard crankshaft and in excellent condition; £625.

6 months "same as maker's" guarantee.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1014

JOWETT Javelin saloon (reg. April, 1952), 3,000 miles, new, B.M.T.A. permission.—Write Mehta, Bawtry Rd., Doncaster. [9097

JOWETT and Javelin main agents, spare and specialised Service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0422/R

GODFREYS, Ltd., Jowett main agents, specialized Jowett service, spares, repairs and new and used sales; factory trained mechanics.

GODFREYS, Ltd., 228-234, London Rd., Croydon. Cro. 5641-2. [0465/R

1952 Jowett Jupiter convertible, fitted radio, 700 miles, as new; exchanges considered.—Moore, 147, Western Rd., Brighton 26677. [9148

1949 Jowett Javelin saloon, grey and beige leather, fitted heater, four new tyres, low mileage, taxed December, in showroom condition; £750.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

JOWETT Jupiter convertible, 1952, only run 980 miles; exchanges; spread-out payments.—Eastern Motor Co., Ltd., 52, George St., Edinburgh, 2. [9050

1949 Jowett Javelin, £695; or hired 36 months, inc. tax and ins.; £30/0/5.—The Croden Engineering Co., Ltd., Cooden, Bexhill-on-Sea. [9091

£595.—Jowett Javelin saloon (late 1948), with all extras, radio, heater, seat covers, a moderate mileage car offered at a most attractive price by

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. Monday/Saturday. [C1055

1952 Javelin de luxe saloon, grey/red upholstery, immaculate, 7,000 miles, subject covenant; £985; also, prompt delivery new Javelin; list £1,255 1/8 below.

1951 Javelin saloon, fawn, negligible mileage, subject covenant, immaculate condition; £890.—Jowett Sales, 140, Golders Green Road, N.W.11. Speedwell 0012. [C4004

£650.—1949 Javelin saloon, black, beige leather, seat covers, heater, new engine recently fitted.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4007

1950 Jowett Javelin saloon de luxe, low mileage, immaculate condition; £875; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1034

£765.—1948-9 Jowett Javelin full de luxe saloon, black, red leather, heater, loose covers, etc.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490. [C1024

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0332/R

ROSE & YOUNG, Ltd., offer: 1950 model Javelin saloon, low mileage, immaculate condition; £695.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3067

1952 (April) Jowett Jupiter, low mileage, perfect condition, flamethrower spotlights, all latest modifications, 95mph and 28mpg, owner selling for domestic reasons; £1,000 o.n.o.—263, Kenton Rd., Kenton, Middx. [9186

FOR the convenience of Jowett Javelin, Jupiter, and Bradford owners, full spares, service, repairs and guarantee claims facilities now available.—Full range of new models and guaranteed used models on view at Jowett Service, 140-144, Golders Green Rd., London, N.W.11. Speedwell 0011 (10 lines). [0853/R

Jowett Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Jowett cars.—320, Euston Rd., N.W.1. Euston 1212. [0674/R

ROWLAND SMITH'S

ROWLAND SMITH'S the Jowett buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0954/R

DENHAM SERVICE STATION Ltd.: wish to buy immediately the following Javelins:—

1950-51 Javelin de luxe saloons.

1949-50 Javelin standard saloons.

WE are always interested to receive details from Javelin owners wishing to dispose of low-mileage cars.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [W1070/R

Jowett Spares and Service

MILESTONES SERVICE GARAGE, Ltd., main agents, Jowett Javelin, Bradford vans and trucks. Largest stock spares in Southern England. Immediate despatch trade or private.—Tel. Erith 2469, 2622. 308, Erith Rd., Bexleyheath. [0571/R

COLLIVER-FISHER, Ltd., excell in supporting their Main Agency. Unsurpassed service. Spare and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines). [0009/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jowett Spares and Service

BIRMINGHAM main agents; large stocks of spares.—Frank Mosley (A. S. & S.) Ltd., The Depot, Steward St., Birmingham, 18. End. 0916. [0549

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spare and repairs for Jowett Javelin and Bradford.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R

KINGSTON-ON-THAMES Main Agents for Jowett Javelin, Jupiter, Bradford vans and utilities, comprehensive spares and service facilities, trade requirements catered for.

G. W. WILKIN, Ltd., Weston Park, and 84, Eden St., Kingston-on-Thames. Kin 2241-2. [0679/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; over 28 years' Jowett experience; spares and service. [0759/R

TRINITY CARS, Ltd., Jowett Javelin, Jupiter and Bradford main agents; specialists in repairs by factory-trained mechanics, full range of spares and replacement units.—94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [8/4054/R

JOWETT Javelin, Jupiter and Bradford, for the convenience of the trade full spares service, repairs and guarantee claims facilities now available at 7-9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 9761 (10 lines). [0023/R

KAISER-FRAZER

KAISER-FRAZER 1950 model, first licensed Sept. 1949, stored for one year, right-hand drive, fitted original white wall tyres, spare unused, radio and many extras, full 6-seater, low mileage, almost new car; bargain price, or exchange new or second-hand Mark 7 Jaguar or Mark VI Bentley, seen London area; private, all replies answered.—Box 2308. [8737

LAGONDA

CRIPPS OF NOTTINGHAM.

1952 (March) 2½-litre Lagonda drop head coupe, 6,000 miles, one owner, heater, grey/grey leather, exceptional condition, £2,495.

CRIPPS & Co., Ltd., Lombard House, Parliament St., Nottingham. Tel. 46381. [9324

GUY SALMON AUTOMOBILES.

LAGONDA and Aston Martin agents.

1952 demonstration model coupe available.—Pottsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4011/R

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6652 (5 lines). [C3047/R

BROOKLANDS: Lagonda Distributors; latest models.

1950 Lagonda 2.6-litre saloon, mileage 11,000.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8551-6. [C1029

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.),

1933 16-80 4-seater drop head coupe, fine condition throughout, taxed for year.

1934 16-80 2-seater with dickey seats, very good chassis history, coachwork in good order.

1936 4½-litre Type L.G.45 pillarless sports saloon, detailed chassis and coachwork overhaul at cost of over £400 just concluded.

1938 V.12 drop head coupe, recorded total mileage 35,000 of which 8,000 only covered by existing Sanction II engine, radio and wheel discs, taxed for the year.

1939 6-cyl L.G.6 Rapide drop head coupe, 2,000 miles only since complete engine overhaul, probably the best maintained car of its type available to-day.

FURTHER particulars of these and other 4½-litre and V.12 models now in course of preparation.

DAVIES MOTORS, Ltd., 237, London Rd., Staines. Tel. Staines 4211-2-3-4-5 or (private) Ponesgrove 5384. [C1080

PERFORMANCE CARS, good selection always available, written guarantee.—See under "Sports Cars." [C3041/R

LAGONDA Rapier 10hp (Aug., '36), 4-seater drop head coupe, very good condition; nearest £350.—Rev. Lamb, Tenterden, Kent. [9198

DROP head coupe 3-litre Lagonda, 1952, most attractive model in good condition.—Little Cottage, Chertsey Rd., Shepperton. Tel. Walton 2629. [9134

YOUR choice—a slightly used Lagonda drop head fourseme coupe, black with red furniture hide upholstery or a saloon finished in bronze with red upholstery both 1952 cars and complete to the latest specification, they are unsoiled and have run a very small mileage.

YOUR enquiry solicited

J. BLAKE & Co., Ltd.

LAGONDA Distributors, 110, Bold St., Liverpool.

GRAMS. Autovar Liverpool. Tel. Royal 6622. [8111

995 gns.—Lagonda V.12, July 1936, Mulliner Special razor-edge 4-door 7-seater Sedanca de Ville, black with chromium waistline, front compartment upholstered fawn leather, rear seats figured tapestry, polished walnut fillets and panelling, safety glass sliding partition, concealed face-forward occasional seats, luxuriously equipped with passenger controlled air conditioning and remote speaker radio, cigar cabinet, built-in cocktail cabinet and numerous other extras, spacious rear luggage boot with fitted tool tray, Lucas long-range head lamps, twin pass lights, trumpet horns, internal hydraulic jacking system. Ace discs, excellent tyres including two new spares, small mileage, very carefully used, completely unmarked and in superlative condition, originally cost over £2,000, terms, exchanges, list. open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

LAGONDA

THE HALFWAY GARAGE, Bath Rd., Padworth, Berkshire. 1949 (June), the last V.12 Lagonda made, one owner and as new with recorded mileage of less than 15,000 miles, short chassis with streamlined 4-door saloon, coachwork finished in green cellulose with fawn leather upholstery, £1,750.

THE HALFWAY GARAGE, Bath Rd., Padworth, Berkshire. Tel. Woolhampton 505. [9154

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0946/R

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273 London Rd., Staines. Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. [8/1080

LANCHESTER

STRATSTONE, Ltd., Lanchester Distributors.

LANCHESTER 10hp saloon (1948), black with fawn interior, radio and loose covers in excellent condition throughout, £695.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404); 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464). [C4022

1938 Lanchester 11 saloon, taxed end of year; £295.—Lane, Wat. 7051. Put. 7936. [9249

189 gns.—1937 Lanchester 14 saloon, clean car.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

£295.—Lanchester 11 1937 4-dr. saloon, a really exceptionally good car throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, W.11. Park 5066. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

1948 Lanchester 10 saloon, blue, one owner, superb throughout; £675.—Campbell Symonds, Arnold 2246. [C1057

1937 (April) Lanchester Roadrider saloon, sun roof, black, green leather, 2 owners since new, taxed; £235.

W. J. BROWN, Ltd., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0947/R

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0257/R

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2951. [0146

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0689

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4193 and 6252/3. [0642/R

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia.

GOOD examples are becoming increasingly scarce.

WE usually have the best available.

FULL details of current stock on request.

EXCHANGES, deferred terms.

173 Westbourne Grove, W.11. Bay. 4274. [C4035

LANCIA Aprilia 1938, excellent condition, new tyres, rebuilt and registered 1951, many extras; £425.—Tel. Loughton 3676. [9167

LANCIA Aprilia 1938 series cabriolet, extensively overhauled, excellent condition; £450.—Stribley, 11a, Sherbourne Rd., Acocks Green, Birmingham. [9299

1937 Lancia Aprilia, metallic grey, excellent condition, body and mechanically, maintenance history since complete reconditioning 1948, reupholstered and loose covers; £450 or near.—Betsey, "Marchants," Seal, Sevenoaks. [9146

1937-8 Lancia Aprilia pillarless saloon, finished in gunmetal silver grey, this car has just been fitted with a genuine works reconditioned engine and is just run-in; the performance is really amazing, the will cruise at 70 m.p.h. and has a maximum of over 80 m.p.h., the petrol consumption is well over 30 m.p.g.; the steering qualities and roadholding are really superb, and gives one every confidence at fully high cruising speeds of which these cars are capable, until you have driven a Lancia you have never experienced first-class motoring; we have three of these cars in stock from £475; write for details; terms, exchanges, free delivery.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C3000

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.10. Tel. Hillside 2393. [0343/R

ROWLAND SMITH'S, the Lancia buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0942/R

JOHN S. TRUSCOTT, Ltd., are consistently good buyers of really well-kept Lancias.—173, Westbourne Grove, W.11. Bayswater 4274. [W4055

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2565. [0508/R

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialized mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0520/R

LEA-FRANCIS

DICKS

1948 Lea-Francis Utility, maker's body, immaculate condition; £750.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

JACK ROSE, Ltd., offer:—

1948-9 Lea-Francis 2.4-seater 14hp sports, in green with beige leather, a beautiful car almost unmarked; accept £695; open 9-8.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

BROOKLANDS.—Individuality new and used.

1948 Lea-Francis 14hp sports 2-seater, green.

103 New Bond St., London, W.1. Mayfair 8551-6. [C1029

1952 Lea-Francis 14hp saloon, fitted radio and heater, 2,000 miles only, cost £2,000; £1,550.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [C3004

CHARLES FOLLETT, Ltd., Sole Distributors Lea-Francis London and Home Counties, New Price Level, the following cars represent first-class value and are all guaranteed for 3 months.

1949 Lea-Francis 14hp 6-light streamlined saloon, black, beige leather, one owner, 14,000 miles, heater and demister; this rare car which has been chauffeur maintained offered at £1,375.

1950 Lea-Francis 18hp 6-light streamlined saloon, gunmetal, maroon hide, one owner, 16,000 miles, radio and heater and demister, a very fast car of modern appearance; £1,725.

1950 Lea-Francis 2½-litre sports 2/4-seater, black, red leather, 25,000 miles, one owner, serviced and guaranteed; £1,075 (present list price £1,930).

1950 Lea-Francis (1951 body style) 14hp 4-door saloon, maroon, maroon leather, one owner, radio and heater and demister, loose covers, 21,000 miles, carefully maintained; £1,395.

1951 Lea-Francis 14hp 4-door saloon, dark green, green hide, one owner, radio, heater and demister, 8,000 miles only; £1,475.

1951 Lea-Francis 14hp estate car, natural wood, maroon bonnet and wings, etc., one owner, radio, heater and demister, 18,000 miles, a practical vehicle with saloon car comfort; £1,295.

18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always also to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunninham 5936-7. [0595/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service all models from the manufacturers.—Head Office and Works, Much Park St., Coventry. Tel. 60204-5-6.

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunninham 5936-7. [0595/R

LINCOLN

SIMPSON'S MOTORS offer:—

1951 Ford saloon, radio, heater, fitted with all other extras.

1950 Ford Six, excellent condition, cream, fitted with seat covers and heater.

1951 Ford Victoria coupe, radio, heater, seat covers, low mileage, excellent condition.—Simpson's Motors (Wembley), Ltd. (American Car Specialists), Wembley 8691/3905. [C4015

1950 Lincoln Mercury black 4-door saloon, all extras, very low, clean lines.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

LINCOLN-ZEPHYR

MESSRS. B.I.C.C., Ltd., invite written offers for 1952 Lincoln-Zephyr which they have for immediate disposal.—Please reply to Buying Department, Erith Works, Belvedere, Kent. [9516

295 gns.—Lincoln-Zephyr, 1937, 37hp V.12 4-door 6-seater station wagon, natural timber body, glass all round, removable rear seats, rear entrance, carefully used, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Lloyd Cars Wanted

LLOYD in good condition for cash.—Tel. Valentine 2096 or 4674. [8456

MERCEDES-BENZ

CHIPSTEAD MOTORS, Ltd., offer:—

MERCEDES-BENZ 540 K super-charged 2-seater d.h.c., believed only 1939 model in country, superb condition, ivory with pigskin.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7255/7154. [C1046/1

MERCEDES-BENZ (GT. BRITAIN), Ltd. offer:—

1936 Type 500K 4-5-seater cabriolet, blue with beige hide, recent mechanical overhaul; reasonable offers invited.—Victoria 8715. [5878

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares 111 Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service Victoria 3144. [3165

MERCURY

1949 Mercury convertible, power-operated windows and hood; in most exceptional condition: £1,195.—Taylor and Crawley, 48, Kensington Court, W.8. Western 6015. [8915

MERCURY de luxe sedan 1947 (May), right-hand drive fitted radio, heater, rimbellishers, outstanding condition throughout; £750 o.n.o.—95, Bradstock Rd., Stoneleigh. Ewell 2530. [8974

M.G.

PC

M.G. TC 2-seater roadsters, choice of 6, 1946 to 1949; £395 to £595.

M.G. TB 10hp Tickford drop head 2-seater, specimen, 1939, £495; M.G. TA 2-seaters (2), 1938, £365 and £345.

M.G. 2-litre drop head foursome, choice of 3, 1938; £275 to £345.

M.G. 2-litre saloon, 1936 £195; M.G. 1½-litre VA tourer, 1938 £345.

M.G. PA 8hp 2-seaters, choice of 4, 1934, £175 to £225; M.G. PB 4-seater, 1936, £295.

M.G. J2 8hp 2-seaters, choice of 3, 1933; £165 to £195.

M.G. 12hp Magnette 4-seater (2), 1935, £175 and £255. M.G. 12hp Magnette 2-seater, 1935, £245.

M.G. 8hp M type 2-seaters, choice of 3, 1930; £95.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 8841 (4 lines). West End Show Hall, 107, New Cavendish St., W.1. Museum 8221. [C3041

CAR MART, Ltd.

1949/50 M.G. T.C. 2-seater, 8,000 miles; £735.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

PALMERS MOTORS, Ltd.

1946 M.G. Sports T.C. 2-seater, excellent condition throughout; £475, exchanges, terms. —55, York St., Twickenham. Popesgrove 1890. [C3034

TOM GARNER, Ltd., offer:—

1951 M.G. T.D. sports 2-seater, black with red leather, 8,000 miles only; list price plus handling charge.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [C2020

WARWICK WRIGHT, Ltd., offer:—

1950 M.G. 1¼-litre saloon, black, red leather, heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

CHARLES RICKARDS, Ltd., offer:—

1949 (Mar.) M.G. T.C. 2-seater, finished red with red leather, very carefully maintained, 16,500 miles, taxed; £595.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins from Marble Arch). Pad. 1820. [C3050

PARADE MOTORS (MITCHAM), offer:—

1937 M.G. T.A.; £295

P.A. M.G. 2-str., first-class condition; £225.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mit. 3392. [C3026

JACK ROSE, Ltd., M.G. Agents, offer:—

1949-50 M.G. T.C. 2-seater, 4,500 miles, one owner, almost unmarked, with extras; accept £650; several others in stock.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. Open 9-8. [C3056

1949 M.G. T.C., 26,000 miles, one owner; £570 or offers.—Box 2426. [9199

1950 M.G. T.D. 2-seater, ivory, red leather, spare unused, one owner.—Below.

1949 M.G. T.C. 2-seater, blue, extras, low mileage, one owner.

RIRCO, Ltd. (M.G.s Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

M.G. 8hp engine, gear box, dynamo, starter, carb., excellent; £20.—7, Weald Rd., Brentwood. [9210

1949. (July) M.G. (T.C.) 2-str., green with beige leather, mileage 23,000, immaculate; £575.

1947 (Jan.) M.G. (T.C.) 2-str., black with red leather, one owner, 14,000 miles, immaculate; £485

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511 [9283

BEARTS, of Kingston M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0082/R

1939 M.G. 1½-litre D.H.C., smart reliable car; £349.—Traynor Motors of East Ham. Gra. 2530. [C4032

M.G. 1¼ saloon, 1948, reconditioned engine; £695 or nearest offer.—Tel. Liverpool, Sefton Park 2109, after 6 p.m. [9293

1949 M.G. T.C. sports 2-seater, black with red upholstery, immaculate condition; offers over £625.

MERCHISTON MOTORS, Merchiston Mews, Edinburgh, 10. Tel. Fountainbridge 2785. [9231

1949 M.G. 1¼ saloon, radio, extremely nice condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

1949 1¼-litre M.G. saloon, black with red leather, radio taxed; £795.—Woking Motors (Maybury Hill) Ltd., Woking 1928. [C4057

1950 M.G. T.D., red, one owner, perfect condition, £695; terms or exchanges.—S. F. Erskine & Sons, Ltd., Commercial Rd., Woking 330. [9289

M.G. 2-litre foursome drop head, reconditioned hood, all new tyres, reconditioned engine, radio and many extras, too many to mention; £350.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

M.G.

CAMDEN MOTORS.—M.G. Midget, Series J2, 1933, bright little car in maroon, remarkable history, bills, etc., available for overhauls including complete rebuilding of engine with new pistons and liners, comprehensive overhaul to clutch and dynamo, all road springs reconditioned and major components renewed as required, schedule of work, etc., totalling £100, can be produced, a tip-top little car in quite amazing condition.

CAMDEN MOTORS.—M.G. Midget, Series J2, 1933, similar model to above, most attractive appearance, bright red finish, almost brand new all-weather equipment and Goodyear Eagle tyres, twin Altette horns and other extras.

CAMDEN MOTORS.—M.G. Midget, Series P.A., 1934, black with green leather interior, general condition very much above average for the year, engine just decoked and specially tuned.

CAMDEN MOTORS.—M.G. special Airline sportsman's coupe, 1934, somewhat scarce model very attractive lines and "sporty" looking body styling, terrific little goer, brakes and steering just overhauled.

CAMDEN MOTORS.—M.G. Midget, Series P.A. supercharged 2-seater, 1935, a little beauty in cream with red leather, special racing wheels with extra large type brake drums, special type shock absorbers, boost gauges and other extra instruments, new hood, tonneau cover, recommended to the enthusiast who must have 100% performance.

CAMDEN MOTORS.—M.G. Midget, Series P.B., 1936, in red, special model with the slightly increased horsepower, a little shorter, goes like a bomb.

CAMDEN MOTORS.—M.G. Midget, Series P.B., 1936, cream and green, most attractive appearance, coachwork particularly bright and practically unblemished, excellent hood and tyres and a most outstanding runner.

CAMDEN MOTORS.—M.G. Midget, Series T.A., 1937, coachwork particularly sound and nicely finished in black with red leather, several extra fittings, twin stop and tail lights, mounted in rear wings, special gauges and instruments, this car has just been subjected to a rigorous inspection and trial by qualified authority and has been passed A.1, complete report available.

CAMDEN MOTORS.—M.G. Midget, Series T.A., 1937, black and green, bills available for recent £100 overhaul to engine and transmission including rebore, reground crankshaft, all bearings remetalled, etc., a "spot-on" little car.

CAMDEN MOTORS.—M.G. Midget, Series T.A., 1938, bright red finish with red leather, chromed luggage grid, passlights, etc., attractive all-round condition and most outstanding mechanically, almost new tyres.

CAMDEN MOTORS.—M.G. Midget, Series T.A., 1939, immaculately finished in dark green, many extras, special Brooklands steering wheel, dual Aero screens, almost brand new mohair hood with full tonneau cover, looks and runs like a post-war car.

CAMDEN MOTORS.—M.G. Midget, very late 1940, outstanding condition, moderate mileage, almost new Michelin tyres, radio and other extras.

CAMDEN MOTORS.—M.G. Midget, Series T.C., 1947, black/green, a one-owner car since new, maintained and serviced at M.G. works, exceptional condition, one of the very best we have handled.

CAMDEN MOTORS.—M.G. Midget, Series T.C., August, 1947, in black with beige leather, numerous extras, chromed luggage grid, tonneau cover, Lucas passlights and Windtones, engine reconditioned very recently, excellent tyres.

CAMDEN MOTORS.—M.G. Midget, Series T.C., November, 1949, a very low mileage car in extremely good all-round condition, carefully used and driven, engine just decoked, serviced and tuned.

CAMDEN MOTORS.—M.G. 1¼-litre sports saloon, late 1947, in immaculate duo green with interior upholstery quite unblemished, nylon seat covers, passlights and other extras.

CAMDEN MOTORS.—M.G. 1¼-litre sports saloon, May 1950, fitted radio, etc., etc., a low mileage specimen in very beautiful condition.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday/Saturday.

M.G. J.1 sports 4-seater, good; £65 deposit or £195 cash.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700; h.p. and exchanges. [C3059

1938 M.G. 1½-litre high grade sports saloon, in excellent condition throughout; £375.—The Soho Garage, Soho Sq., W.1. Ger. 6678-9. [9227

T.C., 1949, red, red upholstery, full length tonneau cover, Mellowtone horns and many other extras, 20,000 mls.; £565 or nearest offer.—Edinburgh 87130. [9091

1948 T.C. M.G. in red, very small mileage, as new, careful owner, taxed year; £550 or near offer. —H. D. Clayton, "Hillcrest," 321, Wigan Lane, Wigan. Tel. 44333. [9157

£575!—M.G. 1½-litre saloon, brand new engine and lined brakes, coachwork and springing in excellent condition, Motorola wireless, for inspection.—Tel. Slo. 2898. [7860

£295 o.n.o.—M.G. PA 8hp 4-seater, excellently maintained throughout, reupholstered, carpeted, oil 70lb hot.—Pullen, 20, Lakenheath, Southgate, N.14. Pal. 8999. [9209

395gns.—M.G. Midget, July 1939, 11hp T.B. 2-seater, Abingdon blue, blue leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

365gns.—M.G., 1939, 2.6-litre 4-door sports saloon, black, sliding head, brown leather; taxed; terms, exchanges.—Rowland Smith, below:—

225gns.—M.G. Midget, 1934, 8hp P 2-seater, black, red leather, carefully used, very good condition; terms, exchanges.—Rowland Smith, below:—

195gns.—M.G. Magnette, 1934, 12hp, N type sports 2-seater, black, leather upholstery, bronze cylinder head, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1949 M.G. Midget T.C., black, beige upholstery, 12,000 miles only, most carefully used and maintained, exceptional condition throughout, twin chrome windtone horns, luggage grid, perfect car for enthusiast, see before purchasing elsewhere; 565gns; no dealers.—Box 2469. [9185

M.G.

1947 (November) M.G. T.C., black, green leather, 19,000 miles immaculate, radio, many extras; £510 or near offer.—Swann, 29, Straces Rd., Harlesden, N.W.10. [9070

1947 M.G. TC sports 2-seater, excellent condition, several extras; £460 o.n.o., or exchange post-war Morris 8 saloon.—F. May, Bridge St., Kington Herefordshire. [9197

1946 M.G. T.C. 2-seater, black, beige upholstery, in exceptional condition throughout; £465. —Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

1947 M.G. T.C., black, stage 1 tuned large carbs., spare unused head Shorrocks supercharger little used, complete overhaul by works 1950 and '51, reconditioned engine 1951; £525.—Box 2582. [9009

1951 (July) M.G. T.D., perfect condition, 10,000 miles no trials or competitions, extra fittings; £795; subject completion B.M.T.A. covenant.—Sellicks, 10, St. Mary's Avenue Northwood 2674. [8983

£450—1939 M.G. 2.6-litre drop head foursome coupe, grey, red leather, in exceptional condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

WALTER SCOTT, Ltd.—1936 M.G. P.B. 2-seater, blue, 3,000 miles since engine reconditioned, excellent throughout; £265; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

ARCHIE SIMONS & Co., Ltd.—1947 M.G. T.C. 2-str., colour bronze, red leather upholstery, fitted radio, excellent condition throughout; £475.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1949 T.C., pale blue, 17,000 miles, in excellent condition, many extras, luggage grid, twin horns, spotlights, mirrors, bumpers, new tyres; nearest £600.—81, Victoria Rd., Preston, Lancs. Tel. 79135. [9127

1950 series M.G. 1¼ saloon, black, one owner, an immaculate and beautifully maintained car; £835, trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C5016

1949/50 T.C. M.G., Mar. 1950 registration, mileage 7,300, maroon, immaculate condition, fitted heater and sliding windows, front screens, Lucas battery new replacement; 785gns., offers.—Mr. Smith, She 1636, Per 1483. [9898

1937 specimen 10hp T.A. 2-seater in black with beige leather, full weather equipment and chromium flawless maintained in unmodified condition for touring only, sale due to need for 4-seater; £355.—Love, George Hotel, Shrewsbury. Tel. 2461. [9189

1946-7 M.G. T.C. 2-seater, in black with silver wheels, a most atractive, well maintained car, speedo reading 32,000 miles; £475 or would exchange for saloon car, cash adjustment either way.—Southwinds, Smugglers Walk, West Worthing, Sussex. Goring-by-Sea 42131. [8999

XXX Really special, 1949 (June) M.G. T.C. supercharged 2-seater, finished British racing green with red wheels and red leather, Arnott blower, Notek fog lamp, twin horn, overall tonneau cover, an immaculate and outstanding example, superb performance, very thoroughly recommended; written guarantee; £595, terms, exchanges.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey 5101. [C2002

M.G. Cars Wanted

C

M

THE CAR MART Ltd. wish to purchase M.G. Cars.—320 Euston Rd., N.W.1. Euston 1212. [0966/R

ROWLAND SMITH'S

ROWLAND SMITH'S the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948/R

M.G., in good condition for cash.—Tel. Valentine 2098 or 4674. [8457

T.D. M.G. wanted, exchange 1¼-litre saloon, cash adjustment.—Erskine. Woking 330. [0697/R

PERFORMANCE CARS urgently require M.G. cars.—Great West Rd., Brentford, Middx. Ealing 8841. [W3041/R

M.G. 1¼ saloon, 1950 or later, first-class condition, low mileage.—Full particulars to 52, Lynch Rd., Farnham, Surrey. [9150

URGENTLY required, 1947-50 M.G. 1¼ saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8772

JACK ROSE, Ltd., M.G. agents, wish to purchase good M.G. cars.—Jack Rose, Ltd., Stafford Rd., Wallington Surrey. Wallington 6677-8. [W3056

ROSE & YOUNG, Ltd., urgently require low-mileage M.G.s, all models.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [W3057

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G., telephone or write for buyers to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. [0646/R

M.G. Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0486

TOULMIN MOTORS, M.G. Specialists, Staines Rd., Hounslow. See displayed advertisement page 17. [0549/R

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [B3041/R

UNIVERSITY MOTORS, Ltd.—Largest stock of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0505/R

M.G. spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies; prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [0435/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORGAN

CAR MART, Ltd.

1950 Morgan 4/4 2-seater, 10,000 miles; £650.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

1952 (March) Plus Four coupe, red; £900 o.n.o.—Barker, 145, Marina, St. Leonards, Sussex. [9168

BARTLETT.—Morgan 4/4 1950, 1,000 miles only, special streamlined 2-seater body, £850.—27a, Pembridge Villas, W.11. [C1013

1950 Morgan 4/4 4-seater, one careful owner, carefully maintained; £525.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7733. [9264

545 gns.—Morgan 4/4, Mar 1949, 10hp drop head coupe, blue, black leather, two spare wheels, one careful owner, genuine 15,250 miles, practically new condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Morgan Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0949 R

MORGAN, in good condition for cash.—Tel. Vacantine 2098 or 4674 [8458

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514 R

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728 R

MORRIS MINOR

LAYTONS OF OXFORD offer:—

1950 model (reg. Dec. 1949) Morris Minor saloon, finished in black, immaculate condition, one owner since new; price £695, terms over 18 months if 1950 reg.

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel 3381. [C2054

1950 (Feb.) Morris Minor sal., black beige, one owner, taxed for year, 15,500 miles, heater, as new.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3398. [C4029

1952 Morris Minor, 5,000 miles, as new, B.M.T.A. consent; list price.—Barnard, Pro, 5024, evenings Riv. 4374. [9120

1949 Morris Minor saloon, 9,000 miles, immaculate; £625.—C. A. Peto, Ltd., 42, North Audley St., W.1. May 5051. [C5043

1950 Morris Minor, black, saloon, 4,000 miles only, as new; £695.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242 [C2026

1950½ Platinum grey saloon, staff owned, heater, demisters, loose covers, Fram, exceptional economy, 46 mpg.; £615.—Box 2463. [9190

1950 Morris Minor tourer, one owner; £580.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1950 model Morris Minor tourer, good condition; first offer of £495 secures.—Gammon, 214, Epsom Rd., Merrow, Guildford. Tel. Guildford 5756. [9122

130 miles.—Morris Minor saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3586. [C1027

NAYLOR & ROOT.—1949 Morris Minor 4-seater, maroon-beige, low mileage, £595; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C3022

1949 (October) Morris Minor 4-seater tourer, black, in exceptional condition throughout; any inspection or trial; £550.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

1952 Minor coupe, new condition, host of extras including H.M.V. radio, taxed, comp. insured, cost price, subject B.M.T.A. permission sign remainder of contract.—Write Little, 41, Howitt Rd., Belsize Park, N.W.3. [9312

1950 (April) Morris Minor saloon, one owner, 5,600 miles genuine, green, beige upholstery, extra fittings include hand controls suitable for disabled driver, complete vehicle as new; £695; exchanges; hire purchase.—B. & H. Motors, 1,464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. HIlside 6671-2. [C1030

Morris Minor Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716 R

1949 Morris Minor tourer or saloon wanted.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey; Richmond 1854. [W2011

MORRIS MINOR, in good condition for cash.—Tel. Vacantine 2098 or 4674 [8459

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044 R

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0948 R

1934 Morris Minor saloon required.—Durnsate House, Winchester. Tel. 4509 after 7. [W1010/1

1933 4 Morris Minor saloon required.—Durnsate House, Winchester.—Tel. Winchester 4509 after 7 p.m. [W1010

MORRIS MINOR saloon wanted, faultless condition.—British Star Oil Co., 65, Highbury Park, N.5. Can. 1650. [8263

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Morris cars in first-class condition.—May 5051. [W3045

Morris Minor Cars Wanted

1949 1950 Morris Minor saloon or tourer wanted for cash.—"St. Clair," Chestnut Close, Amersham, Bucks. [W1005

MORRIS EIGHT

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1939 Morris 8 series E 2-door de luxe saloon, black with blue leather upholstery, very clean interior, engine recently overhauled, smart and economical; 299gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

COACHCRAFT offer:—

£125.—Morris 8 1936 saloon, new engine fitted, sound condition throughout.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [C1055

GATEHOUSE MOTORS offer:—

1938 Morris 8 saloons, choice of 3; from £255.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

PHILIP RICKARDS, Ltd., offer:—

1948 Morris 8 4-door saloon, green brown, 23,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

WEMBLEY COURT MOTORS offer:—

1948 Morris 8 4-door saloon, fitted radio, condition as new throughout, special offer; £550.

1946 (Dec.) Morris 8 saloon, fitted radio, in first-class condition throughout; only £395.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Morris 8 saloon, black, 12,000 miles; £575

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1935 Morris 8 saloon, in excellent condition throughout; £175.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C3005

1948 Morris 8 4-door saloon, excellent; £525.—Wray Park Garages, Reigate 2265. [9253

£475.—Morris 8hp 4-door saloon, 1948 model, green with brown leather, good order throughout.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2284 [C2008

1936 (Sept.) Morris 8 4-door sun saloon, one owner; £195.—Cranmore, Tel. 2040 Potters Bar. [C1062

1947 Morris 8 4-door saloon, black brown, one owner.—Rickards of Putney, 72, West Hill, S.W.15. Vandyke 1535 [C4044

£175.—1936 Morris 8 4-door, guaranteed; payments.—Oldfield, 386, Kensington High St., W.14. Wes 6631. [C3029

1937 Morris 8 2-4-seater tourer, good condition; seen after 9.9/52.—1, Lingwood Gardens, Osterley, Middx. Hounslow 5611. [9158

1939 Morris 8 (Series E) 4-door sln.; £385.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel Western 2312. [C4019

£325.—Morris 8 1939 4-door saloon, excellent leather interior, side, roof, good mechanically, choice three, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066. (50 yds Holland Park Tube.) Exchanges, H.P. [C1017

1946 Morris 8, series E, export model R.H.D., original cellulose, exceptional; £425, offer.—Dixon, 166, Norbury Ct. Rd., Norbury. [9303

£285.—1939 series E Morris 8 4-seater, excellent runner; bargain.—Bray Motors, 160-164, West End Lane, N.W.6. Hampstead 6490. [C1024

395 gns.—Morris 8, March 1946, de luxe 2-door saloon, black, sliding head, brown leather, very good condition; terms, exchanges.—Rowland Smith, below:—

225 gns.—Morris 8, 1937, de luxe 2-door saloon, green and black, sliding head, green leather, good condition, year's tax; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

J. CORYTON, Ltd., offer at £445 with 6 months guarantee, 1946 Series E Morris 8 sun saloon, black, immaculate appearance, very clean interior, licenced.—Ken. 1410. [9204

J. CORYTON, Ltd., offer 1947 Morris 8 2-door sun saloon, immaculate condition throughout, licenced, mileage under 30,000, choice of 2, from £465, 6 months guarantee.—Ken. 1410. [9205

1948 Series II Morris 8 2-door saloon, black, brown upholstery, small mileage (32,000), good tyres, recently overhauled, excellent condition throughout; £460.—F. J. Gourlay, Fensida, Heacham, King's Lynn. [9206

£535.—(Oct.) 1948 Morris 8 4-door saloon, 19,000 miles, green with brown hide upholstery, as new; also 1947 model in similar condition; terms and exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2881. [C2051

MORRIS EIGHT

£345!!!—Beautifully preserved 1939 Morris 8 sun roof saloon, another 1946 at £450 and a 1948 4-door at £545, all in first-class condition and guaranteed three months.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C5025

1946 Morris 8 saloon, £130 deposit or £395 cash; 1939 Morris 8 saloon, £95 deposit or £295 cash; 1938 Morris 8 4-door saloon, £80 deposit or £245 cash.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700, h.p. and exchanges. [C5059

Morris Eight Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0976 R

CAMDEN MOTORS urgently require 1939-40 Morris Series E saloons.—Particulars and price required to CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1055

MORRIS TEN

C.M.I. CAR SALES (Pri. 6623) offer:—

1948 Morris 10 4-door saloon, black, brown leather upholstery, one owner, taxed year; £550.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

BLUE STAR GARAGES, Ltd., offer:—

1939 Morris 10, nice car; £350.—Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4051

1946 Morris 10, 19,000 miles only, absolutely genuine, whole car literally as new; £495.

PETER BANTOCK CAR SALES, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

1937 Morris 10 saloon, original condition; £255.—Jack Poxner (Autos), Hendon 1423-4. [C5065

1934 Morris 10 saloon, very good running order; £145.—Cranmore, Tel. 2040 Potters Bar. [C1062

1948 Morris 10 saloon, immaculate condition throughout, fitted radio, heater and radiator muff; £575.—Box 2427. [9208

£695 Morris 10 saloon, one owner, perfect condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [C2036

1939 Morris 10 saloon, green, very good condition, reconditioned engine, one owner; £325.—Campbell, Appleton-le-Moors, York. [9168

£495.—J. Coryton, Ltd., offer 1948 Morris 10 sun saloon, engine overhauled, leather upholstery, excellent condition, licenced, 6 months guarantee.—Ken. 1410. [9202

£185.—1936 Morris 10/4 de luxe saloon, reconditioned engine, bills available.—Bray Motors, 160-164, West End Lane, N.W.6. Hampstead 6490 [C1024

£499!!!—1947 Morris 10 de luxe saloon, spotless bodywork, 100% motor car, excellent value, choice two; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

Morris Ten Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0977 R

MORRIS TWELVE

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1937-8 Morris 12 special close-coupled coupe, original black cellulose, easyclean wheels, real hide upholstery, a model noted for its attractive lines and in great demand; offered at 295gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

£175.—1937 Morris 12 4-door saloon, taxed year, 30 mpg.—Coach House, Shapley, Hartley Wintney, Hants. [9275

259 gns.—1938 Morris 12 saloon, new engine, battery, tyres, one owner from new.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

TANKARD & SMITH, Ltd., offer 1939 Morris 12 saloon, black, brown leather, a very clean car; £315.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051 [C4025

£333!!!—Genuine original condition Morris 12 series III de luxe saloon, interior immaculate and original, exterior excellent, this vehicle is in unusual condition and well worth seeing; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0978 R

MORRIS FOURTEEN

£295.—Morris 14 1939 saloon, original throughout, leather interior, mechanically excellent, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066. (50 yds Holland Park Tube.) Exchanges, H.P. [C1017

MORRIS OXFORD

HENDON CENTRAL GARAGE, Ltd., offer:—

1949 Morris Oxford saloon, a fine example of a good used car; £725.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C205

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS OXFORD

OVERSEAS CARS, Ltd

1950 (Oct.) Morris Oxford saloon, black leather, heater, demister, one owner, 17,000 miles; £775. For other Overseas Cars bargains see page 41.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3031

1951 series Morris Oxford saloon, grey with brown leather; £795.
H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [C4005

JUNE, 1949, Morris Oxford saloon, one owner, moderate mileage, taxed Dec.; £655.
ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

1949 Morris Oxford saloon, immaculate; £695.—Wray Park Garages, Reigate 2263. [9254

1950 Morris Oxford saloon, radio and heater, 10,000 miles; £750.—13a, Castle St., Brighton 24796. [9142

1950 Morris Oxford, 14,200 miles, one owner, green H.M.V. radio; £750.—Haskins, Ladbroke 1155. [C3027

1950 Morris Oxford saloon, heater, radio; £750.—E.F.S. Motors, Kingston-By-Pass, Esher. Tel. Emberbrook 3000. [C2004

1949 Morris Oxford, one owner, H.M.V. radio, heater, immaculate; £625.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1028

7000 miles.—1951 Oxford saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3586. [C1027

Morris Oxford Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717/R

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0384/R

URGENTLY wanted from original private owner, late model Morris Oxford saloon.—Wilcox (Slough), Ltd., Morris House, Chandos St., Slough, Bucks. Slough 1429. [W4052

MORRIS SIX

CAR MART, Ltd.

1950 Morris Six saloon, 6,000 miles; £845.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

MORRIS Six, May, 1950, black, 22,000 miles, excellent condition; £800.—Box 2385. [9007

1950 model Morris Six saloon, unmarked throughout, taxed; exceptional opportunity at £615.
COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195/6. [C1054

MORRIS Six saloon, 15,500 miles, finished green and looks as new, taxed, heater; £775.—A. A. Clark, Ltd., Francis Rd., Windsor. Tel. 1130. [9328

1950 (July) Morris Six, in superb condition throughout, one owner, bargain; £750.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011

1950 Morris Six, heater and radio, grey, one owner; 750gns; part exchanges, terms.—Mitchell, 1, High Rd., S.W.12. Balham 2234. [4524

TANKARD & SMITH, Ltd., offer 1949 Morris Six saloon in blue with matching leather, one private owner since new, nominal mileage only, excellent condition, £775, three months' written guarantee; also 200 guaranteed used cars of all makes.—198, King St., S.W.3. Tel. Flaxman 4801-3. [C4026

Morris Six Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3434. [0875/R

Morris Miscellaneous Cars Wanted

R
S
ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979/R

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824/R

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 2000. Seven Sisters Rd., Tottenham, N.15. [0998/R

HATTONS, of Lord St., Southport, will buy Morris 1938 to 1950, 8 to 14hp, in condition above average. [0798/R

Morris Spares and Service

GENUINE Morris spares immediately available in the West End.
S. MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1932/8574. [0342/R

RECONDITIONED exchange engines.—Tamworth Park Autos, 54, Tamworth Park, Mitcham. Mitcham 2859. [7953

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Morris spares, sales and service.—209, Balham High St., S.W.17. [0521

WEST LONDON.—Rogers Garage; repairs and service stockists. New address, Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome. [S3054/R

NASH

NASH Statesman 4/6 saloon, registered 1950, one owner, 11,000 miles, 24hp, 24 mpg, radio, trafficators, heater; £150 essential spares; guaranteed, perfect to private buyer; over £950.—Hill, 99, Cot Lane, Kingswinford, Staffs. [9026

OLDSMOBILE

JOE THOMPSON (MOTORS) Ltd., offer:—

1950 Oldsmobile hydramatic drive 4-door saloon, colour black, 15,000 miles; £1,750.
JOE THOMPSON (MOTORS) Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [C4028

1949 (December) Oldsmobile model 98 4-door saloon, black, Rocket V.8 engine, literally new car in every respect.
METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

1949 Rocket Oldsmobile 88, 4-door saloon, low mileage, hydromatic drive, radio, heater, beautiful condition; £1,775.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [8562

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garage, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.
LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691/3903. [W4015/R

WILL buy post- and pre-war models at good prices.—Distributors (Bawlence), Ltd., Blindley Heath, nr. Lingfield, Surrey. [0113/R

O.M. Cars Wanted

WANTED.—1½-litre O.M., state condition and type of body.—Box 2366. [8976

Opel Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980/R

MAYNER MOTORS, Ltd., Opel distributors, buyers of all models.—1-6, Southampton St., Southampton. Tel. Southampton 3266, 4944. [0631/R

Opel Spares and Service

REPAIRS, spares, wings, reconditioned engines, suspensions, etc.—Tarrant & Fraser, Ltd., 10, Winchester Mews, N.W.3. Pri. 6159. [0240

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4944. [0526/R

PACKARD

SIMPSON'S MOTORS offer:—

1948 Packard convertible, electrically operated hood, windows, all extras.—Simpson's Motors (Wembley), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400.
PACKARD, sole concessionnaires offer:—

A SELECTION of completely reconditioned limousines, saloons and drop head foursomes.
LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282/R

1939 Packard 30 saloon, guaranteed; £330; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C3025

PACKARD Super 8 4-door saloon, recent maker's major overhaul, taxed year; £375.—Frank Dale, 27, Hereford Sq., S.W.7. Ter. 3789. [C1067

1937 Packard drop head coupe, very good condition; £195.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m.-7 p.m. [C1030

1939 30hp Packard drop head coupe, exceptional condition, 4,000 miles since extensive overhaul, taxed end of year; £450 o.n.o.—Box 2383. [9012

1947 Packard Clipper, 8-cylinder de luxe, radio, heater, covers, low mileage, right-hand drive, beautiful condition; £1,195.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [8564

£695.—1947 (registered), £10 tax, privately owned Packard Super 8 limousine, immaculate interior, unworn tyres, clean condition, a bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Packard Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers. Wembley 8691/3903. [W4015/R

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0981/R

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

7-SEATERS private 1937/8/9 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0903/R

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0903/R

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

PONTIAC

B. J. HUNTER, Ltd., offer:—

1947 Pontiac drop head foursome coupe, all-electric, radio, heater, etc.; £850.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C9040

PONTIAC

SIMPSON'S MOTORS offer:—

1951 Pontiac saloon.—Simpson's Motors (Wembley), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

PONTIAC, registered April, 1949, 4-door saloon, just passed out by distributors, two-colour grey and without the slightest blemish.
METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

1949 Pontiac 2-door sports saloon, l.h.d., radio, heater; 1,000gns.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers. Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.
SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc., for the Porsche. Tel. Ripley 2361. [0629/R

RACING CARS

500 chassis complete less engine and Brescia Bugatti road equipped, offers.—Carpenter, "Wellnigh," Woodmansterne Lane, Banstead. [9292

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars. [0821/R

EMERYSON 500 ex-Paul Emery, rebuilt, virtually new car, i.f.s., De Dion rear, Newtons, crash bar, special cam, J.A.P.; £525; new R.A.C. medical regulation prevents owner racing.—Ian Pelling, 18a, Sheen Rd., Richmond 0921. [5788

H. W. MOTORS, Ltd., offer the most successful Alta of all time, the 1½-litre supercharged single-seater owned and raced by George Abecassis; the car has been extensively modified and brought up to date, including latest type brakes and new supercharger, engine at present undergoing routine overhaul and being fitted with latest type crankshaft, could also be rebuilt as an unblown 2-litre; £700.
H.W.M. chassis available for sale.
H. W. MOTORS, Ltd., Walton-on-Thames. Tel. 2404-5-6. [C2042

RAILTON

MAJOR J. P. S. BARBER, 10, Sussex Mews East, W.2. Paddington 8639 (night Bayswater 6753).—All models available and wanted. [5467

A-ONE MOTORS (LONDON) Ltd. offer a second-to-none selection of Railton cars; also all spares.—26(b), Belgrave Rd., S.W.1. Victoria 8285. [0333/R

1937 (June) Railton 28hp Stratton saloon, immaculate condition, mechanically 100% perfect, would exchange smaller car.—Doctor Pollard, Garmston House, Leighton, Salop. Tel. Cressage 3. [9108

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer:—
1939 26hp Renault saloon 6-str.; £295.
1939 9hp saloon de luxe beige, taxed year; £325.
1938 12hp Renault; £275.
1936 14hp limousine, 7-str., roomy, fine hire car, £350. [0126/R

1937 Renault 12 saloon, to clear; £125.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011

1949 Renault 8 4-door saloon, 23,000 miles; £445.—Park Garage (Molesey) Ltd., Hampton Court Way, Molesey. Tel. 4371. [C3037

£565.—Renault 750cc, 1949, new engine just fitted, 19,000 miles, fitted covers.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

465gns.—Renault 8, January 1949, 4-door saloon, bronze, brown leather, one careful owner, small mileage, unworn tyres, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Renault Cars Wanted

RENAULT in good condition for cash.—Tel. Vigilantine 2098 or 4674. [8460

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0982/R

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127/R

RICHARDS & CARR buy rear-engined Renaults.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

RILEY

R. F. FUGGLE, Ltd.

1950 (September) 2½-litre Riley roadster, one owner, guaranteed 4,000 miles; £1,125.
R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

!!—Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes. [0057/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

H. W. MOTORS, Ltd.

RILEY MPH, 12hp, one of the best-looking cars ever made by the famous manufacturers, paintwork in immaculate condition, finished in English racing green, engine completely overhauled recently and oil consumption virtually nil, no body rattles and all chromium parts absolutely as new, green upholstery in excellent condition, has all-weather equipment, new battery and all electrical equipment in first-class order, taxed, any trial or inspection; £595.

H. W. MOTORS, Ltd., New Zealand Ave., Walton-on-Thame. Tel. 2404/5/6. [C2042

GUY SALMON AUTOMOBILES offer:—

1949 Riley 1½-litre saloon, 19,000 miles, faultless condition; £995.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BOON & FORTER, Ltd., Distributors.

1950 (November) 2½-litre saloon, black, one owner, 21,000 miles, £995.—Castelnau, S.W.13 (By Hammersmith Bridge). Riv. 4444. [C1022

BEAKIS of Kingston, Riley specialists, sales, spares, repairs. 132 London Rd., Kingston. Kingston 5546.

1949 series Riley 1½-litre saloon, black, immaculate condition, price £750.—Hove 30128. [9143

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars." [C3041

1949 Riley 2½-litre saloon, black.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [C3050

1949 (August) 2½ Riley, black, exceptionally clean, one owner; £850.—Cranmore, Potters Bar. Tel. 2040. [C1062

MAYFAIR COUNTRY CARS offer 1947 Riley 2½ M.L. saloon, in immaculate condition, radio; £675; exchanges, deferred terms. Mayfair 0131. [C3008

1951 Riley 2½-litre saloon, maroon, with red leather, built-in Riley heater, under 7,000 miles, the car is quite new; £1,225.—Below.

1951 Riley 1½-litre saloon, green, with green upholstery, 12,000 miles, exceptionally nice condition; £1,150.

J. BLAKE & Co., Ltd.,

RILEY distributors, 110, Bold St., Liverpool, L.

GRAMS: "Autocar, Liverpool." Tel. Royal 6622. [8112

1951 Riley 1½-litre saloon (reg. Nov., 1950) black, with Brown leather, one owner, genuine 12,000 mls., as new; £1,095.—Below.

1950 (Jan.) Riley 1½-litre saloon bronze, with red leather, one owner, 14,000 mls., as new; £1,025.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8770

1938 model Riley 16hp 4-cylinder Adelphi saloon, black with maroon upholstery, just overhauled, all in excellent condition throughout; £595.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441 [C1038

1948 Riley 1½-litre saloon de luxe, excellent condition; £775; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1034

1947 Riley 1½-litre saloon, one owner, in exceptional condition; £775.—Park Garage (Molesey) Ltd., Hampton Court Way, Molesey. Tel. 4571. [C5037

1934 Riley 9 all-metal saloon, just rebored, crankshaft reground, reconditioned black, 1951; £185 o.n.o.—Stevens, 119, Shakespeare Rd., Ipswich. [9020

1951 Riley 2½-litre, 11,000 miles, green; £1,185.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

MAJOR HEREWARD WAKE, Courteenhall, Northampton (Tel.: Roade 204) offers his 1½-litre Riley, 1949, for £800 or near offer; green, chauffeur driven, guaranteed. [9055

1951 (April) ivory saloon, red leather, maintenance low since delivery, enthusiast owner, 20,000 miles, in first-class order, a lovely car; £1,175.—Box 2425. [9149

£135—Riley 9 special 2-seater, registered 1952, special series engine, independent front suspension, mohair hood, E.N.V. box, excellent performance, good tyres, taxed; £135.

C.N.K. MOTORS, 353, Finchley Rd., N.W.3. Hampstead 5712. [C1052

1949 (June) Riley 1½-litre saloon, maroon, maroon leather, one owner; 23,000 miles; in 1951 condition; £925. Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1949 Riley 2½-litre saloon (L.H.D.), mileage 7,000, in immaculate condition, car released by Customs and Excise Authorities and has not yet been registered in this country; any reasonable offer entertained.

MIDLAND MOTOR Co. (BEDFORD), Ltd., 92, Midland Rd., Bedford. Tel. 4144. [8645

1938 Riley 16hp Adelphi Big Four, recently resprayed maroon, brakes relined, new shock absorbers, steering overhauled, very good condition, owner going abroad; £425.—Kent, Pyrton, Watlington. Tel. 27. [9179

RILEY 2½-litre foursome drop head coupe, 1951 model, 5,000 miles, one owner, chauffeur kept, colour green, absolutely unmarked; specimen car.—A. & D. Fraser, Ltd., 39-49, Bothwell St., Glasgow, C.2. Tel. Central 9955 [9036

1949 Riley 2½ Roadster, registered November, 1949, beige colour, 26,000 miles; fitted heater and extras, exceptional performance; owner taken delivery of new car; £895.—Wallis & Co. (Long Eaton), Ltd., Nottingham Rd., Long Eaton, Nottingham. Tel. Long Eaton 444. [9077

RILEY

CAMDEN MOTORS.—Riley 1½-litre 12hp saloon 1950, definitely one of the best we have ever handled, 14,500 miles but looks considerably less, heater, tailored seat covers; £995.

CAMDEN MOTORS.—Riley 1½-litre 12hp saloon 1948, green and black, one owner since new, extremely good condition, amazing value at £695.

CAMDEN MOTORS.—Riley 2½-litre saloon 1950 in black with brown leather, one owner since new, a very special car with well over £100 worth of extra fittings, latest type Delaney Gallay heater with windscreen demisting incorporated, special Motorola radio with separate speakers front and rear, tailored loose seat covers, rubber mats to protect carpets, dual passlights, Verdin automatic extra air inlet, screenspray, this car has been immaculately maintained and equipped regardless of cost, performance and general mechanical condition are definitely in a class of their own, open to any examination or trial; £1,095.

CAMDEN MOTORS.—Riley Kestrel 2½-litre sports saloon, late 1950, low sweet body styling attractively finished in suede green with de luxe leather upholstery in beige, powered by the famous 16hp four-cylinder engine, the performance of this car is something exceptional, the addition of overdrive to the synchromesh gears makes for added economy in running costs, numerous extras, radio, discs, passlights and dual Windscreens altogether a most desirable car at £475.

CAMDEN MOTORS.—Riley 2½-litre saloon 1948, with the attractive Adelphi 5-seater body, similar engine to above model, synchromesh gears and overdrive, magnificent bargain at only £395.

CAMDEN MOTORS.—Riley 1½-litre 12hp saloon 1950 4-door Falcon saloon with full de luxe equipment, sun-roof, stylish leather interior, very attractive facia, full complement of instruments, flexible steering wheel, knock-on wheels, usual Riley sports performance; £295.

CAMDEN MOTORS.—Riley 1½-litre 12hp Kestrel sports saloon equipped with special series engine and handsome modern streamlined body styling, extremely fast; £265.

CAMDEN MOTORS.—Riley Sprite 2-seater 1936 (twin S.U.s and Scintilla) in astonishing condition for its year, late property of knowledgeable Riley enthusiast, history of all overhauls available, engine rebored in August, 1951, numerous extras, Andre telecontrols, heater, tonneau cover, excellent tyres, twin spares unused; £265.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard. Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars ready for inspection and purchase, hire-purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday/Saturday. [C1055

RILEY 2½, 18,000 miles, in showroom condition; two shades of green; green leather upholstery; this car has been carefully maintained by its owner from delivery in 1951; price £1,275; can be seen by appointment.—Amb. 2929 or Bis. 9636. [9067

1938 Riley 12 sports saloon, fitted completely reconditioned engine and had total of £400 spent on this car in last 8 months, finished black with maroon leather interior, fitted 5-speed manual gear box and overdrive, a really superb car in every detail; £575; terms, exchanges; free delivery.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

Riley Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Riley cars.—150 Park Lane, W.1. Grosvenor 3434. [0969/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983/R

YORKSHIRE.—The Riley buyers. Barkers of Oakwood, Leeds, 8. Tel. 58236-7. [0545/R

CAMDEN MOTORS urgently require a 1946/7 Riley 1½- and 2½-litre saloon.—Particulars and price required to CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1055

URGENTLY required, 1946-52 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8771

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war (small) mileage Riley cars in first-class condition.—May 5051. [W3045

BLAKES Riley distributors, will purchase any non-covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7755

POST-WAR Riley 1½- and 2½-litre saloons wanted immediately.—Wilcox (Slough), Ltd., Morris House, Chandos St., Slough. Tel. 21429. [W4052

Riley Spares and Service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.5. Kensington 7301. [0235/R

FRANK L. HALL OF MAIDENHEAD.

SPECIALISED knowledge and personal supervision of Riley sales and service; guaranteed satisfaction.—Tel. Maidenhead 713. [7950

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0779

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0461). [0472

RILEY enthusiasts specialised service, super tuning.—Cleveland Garage, Cleveland St., Mus. 8574. [9102

HARTLEY'S for Rileys, spares and service.—165-171 Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246/R

REX NEATE, Shamblehurst Lane, Botley, Southampton, specialised Riley service; large stocks of spares; prompt attention.—Enquiries to Botley 132. [0060/R

SQUIRE MOTORS, Ltd., of Henley-on-Thames, for specialised Riley service, cars collected and delivered by arrangement.—Tel. Henley-on-Thames 450. [0272/R

Riley Spares and Service

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092/R

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice inv.ted; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [9656

ROLLS-ROYCE

CMT

CAR MART, Ltd.

1951 Rolls-Royce Silver Wraith Park Ward 4-door saloon, black with beige leather upholsterers, in exceptional condition, passed by manufacturers, 7,000 miles; £5,850.

1951 Rolls-Royce 25/30hp H. J. Mulliner touring limousine, black with black leather to front and beige cloth to rear, 14,000 miles; £5,950.

1938 Rolls-Royce 25/30hp 7-seater limousine by Park Ward, black with beige leather to front and beige cloth to rear; £1,575.

1937 Rolls-Royce 25/30hp H. J. Mulliner sports saloon, black with brown leather upholstery; £1,495.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [C1039

HR. OWEN, Ltd.—Send for full details of first-class used Rolls-Royce cars available.—17, Berkeley St., London, W.1. Tel. Mayfair 9060. Proud Member of the Swain Group. [C5057

RIPPON

RIPPON.

RIPPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley Retailers.

HAVE a selection of first-class used Rolls-Royce and Bentley cars; details of these and new cars on application.—Audley House, North Audley St., W.1. Mayfair 5242-5-4. [C3050

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1938 (August) Rolls-Royce Phantom III sedanca limousine by H. J. Mulliner, colour black with beige leather upholstery in front and beige Melton cloth upholstery at rear, chassis No. 3-DL-44, speedometer reading, 24,262 miles.

HAROLD RADFORD Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C5047

MASCOT MOTORS, Ltd., offer:—

1935 25hp Mann Egerton swept back 7-seater in leather.

1935 40/50hp Thrupp & Maberly swept back 7-seater limousine.

1935 25hp Salmson drop head sports saloon.

1934 25hp Park Ward sports saloon—ride con-

1932 25hp Park Ward 4-light saloon.

1930 25hp 4-light saloon with extra seats.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre and 4¼-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 257/243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251/2. [C5007

PHILIP RICKARDS, Ltd., offer:—

1937 Rolls-Royce Carlton drop head coupe, blue-black.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

1935 20/25 owner driver Park Ward saloon; 1,000 kms.—Tel. Maidenhead 1022. [9251

ROLLS-ROYCE (1928) 21-hp Continental convertible, £565; beautiful condition.—112a, Gunnersbury Ave., W.5. [9510

1934 20-25hp Rolls-Royce 2-door drop head foursome coupe by Thrupp & Maberly, black, grey leather, grey hood; £875.

PADDON BROTHERS, Ltd., 60, Cheval Place, London, S.W.7. Kensington 9477. [C3055

44-hp Rolls-Royce Phantom I chassis and engine in good condition; £12 10 tax from next January; offers to—Pitman Press, Bath. [9080

1938 Rolls-Royce 25/30 limousine, stored 7 years, unblemished.—Colin Haines, Ltd., 50a, Bourdon St., W.1. Mayfair 2338. [C2080

1936 Rolls-Royce 25/30 Thrupp & Maberly 7-passenger limousine, face-forward occasionals; £1,075 or offer, or part exchange.—Also

1939 (Feb.) Rolls-Royce Wraith sports saloon; £2,500 or offer; part exchange.

GEORGE NEWMAN & Co., 569, Euston Rd., N.W.1. Euston 4466. [C5025

ARCHIE SIMONS & Co., Ltd.—1933 Rolls-Royce 7-passenger by Hooper, face-forward occasionals, colour black, discs all round, ideal hire car; £495.

1934 Rolls-Royce 20/25 limousine by Hooper, face-forward occasionals, recently completely overhauled, in exceptional condition throughout; £795.—94, Gt. Portland St., W.1. Lan. 1545. [C4015

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

J
B
JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Rolls-Royce stock list of used models on request to
12-13. St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.
JACK BARCLAY, Ltd. [0065/R

25/30 Rolls-Royce 1937 sedanca by Gurney Nutting, exceptionally attractive body, perfect Rolls history; £1,575; exchanges; terms.
SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [C4024

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [6057

1937 Rolls-Royce Replica fitted Compton 4-light sports saloon, finished in maroon with grey leather, very attractive and modern lines on '27 chassis; £575.
PETER BANTOCK CAR SALES, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

CLARKE'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners, used cars available for inspection. Tel. Brookwood 2201-2. [0557/R

1935 Rolls-Royce 20/25 sedanca by Gurney Nutting, colour grey, with drop division, 57,000 miles, passed by Rolls at 46,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3598. [C1027

20/25 H.J. Mulliner owner-driver saloon, chassis No. GDP 40, 1930, finished green, red hide, in excellent condition throughout; £475.—Richards & Brown, Ringers Rd. (off High St.), Bromley, Kent. Ravensbourne 6479 and 2322. [C3049

ROLLS-ROYCE 25/30 Park Ward swept tail, 7-passenger limousine, 1937, black, leather front, cloth rear, face-forward occasionals, new tyres, radio, Ace discs, genuine mileage 48,500, 1st class condition throughout, one owner; £1,295.
P. J. EVANS, Ltd., Official Rolls-Royce and Bentley Retailers, John Bright St., Birmingham. Midland 2911. [9117

1937 Rolls-Royce 25/30 Barker limousine, guaranteed mileage 15,000, laid up over ten years, one owner, checked over and decarbonised by Rolls 1,0000 miles ago; this car is like new; price £1,750.—Brown & Mallalieu, Ltd., Blackpool. Tel. 22322. [8733

ROLLS-ROYCE 1938, 25-30 black saloon, body by Park Ward with glass winding partition, mileage only 30,000 as laid up in war and most of petrol ration period, perfect condition as new, just re-painted, price £1,500.—H. Mallinson, Mathon Lodge, West Malvern. [9302

THE SOUTHERN MOTOR Co., originators of the Rolls-Royce replicas, have a few models in stock at reasonable prices.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport); office, Gillian Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 437. [9093

VINTAGE AUTOS, of Knightsbridge, the Rolls 20 specialists.—Always a selection of good Rolls 20s and 25s at competitive prices:—Head office and showrooms, Queen's Gate Mews, Gloucester Rd., Kensington. Western 5522. Sales and Works, 189/195, Pavilion Rd., Sloane St., Knightsbridge. Sloane 8326. [C4039

CLARKE'S OF PIRBRIGHT, officially appointed Rolls-Royce retailers, offer a magnificent Rolls-Royce Silver Wraith sedanca de ville by H. J. Mulliner, sunshine roof, electrically operated drop division, radio, heater, lavishly equipped, finished in black with fawn leather upholstery, mileage 14,000; £4,500.—Clarke's of Pirbright, near Woking and Guildford, Surrey. Tel. Brookwood 2201-2. [7754

A & S display moderate mileage selected Rolls-Royce Limousines (mechanical guarantee certificate. Below.
LIMOUSINES 1935 25hp Park Ward, leather, partition, black, 7-forward, superb, also 1936 Hooper, swept tail, low cost.
LIMOUSINES 1937/1938 30hp Thrupp/Windover, 7-forward, partition, reasonable mileage, black, also 1938 Barker 30hp Landaulette, superlative condition, reasonable prices.
LIMOUSINE 1938 (mileage 33,000) Phantom III (solid tappets) Windover, partition, magnificent carriage, forward occasionals, swept tail, black.
WRAITH 1939 30hp, partition, 7-forward, leather, low mileage, reasonable cost, also 1949 Thrupp partitioned Limousine, widest occasionals, black, meticulously maintained, opportunity; £2,190. Seen:—
ALPE & SAUNDERS always purchase Rolls-Royce. Providence Court, North Audley St., Mayfair-2941. [C1006

Rolls-Royce Cars Wanted

S
G
O
OUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies, London office H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd. Halifax, Yorks. Tel. Halifax 5944. [0516/R

C
M
THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0970/R

J. MARSHALL.

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.
J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0498/R

Rolls-Royce Cars Wanted

20/25 Rolls saloon, good condition.—Reynolds, 37, Devon Rd., Bedford 61873. [9106

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0984/R

A & S always purchase 25/30hp Saloons with boot, also foursome coupes, and 25/30hp Limousines.

A & S urgently require Phantom II private Limousines, also Phantom III sports Saloons. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

ROLLS-ROYCE Phantom III sports saloon with boot; full particulars, photograph if possible, please.—Galt, 52, Woodlands Rd., Glasgow, C.3. [9244

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0063/R

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [9686

E. D. ABBOTT, Ltd. (officially appointed Rolls-Royce retailers) are open to purchase pre-war privately owned Rolls-Royce saloons, sports saloons or coupes.—Farnham, Surrey. Tel. 6282. [8109

BROADWAY MOTOR Co., require 20/25hp and 25/30hp Rolls-Royce cars, particularly with owner-driver saloon or d/h coupe bodywork, years 1930 to 1939.—3-13, Russell Rd., Wimbledon. Liberty 2494. [0017/R

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0597/R

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.,
LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models.
WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625/R

JACK OLDING, official Rolls-Royce retailers.
RECEPTION for service in the heart of Mayfair, complete overhauls, mechanical or coachwork.
TEL. Mayfair 5242 for collection.—18, Providence Court, W.1. [B3030/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers,
SHOWROOMS: 18, Berkeley St., W.1. May. 6266.
SPARE parts.
SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0614/R

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage. Tel. Cro 7464. [B1042/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models, full repair service at reasonable charges, also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064/R

ROVER 10

1940 Rover 10 saloon, black, model as 1947, original paint, makers serviced, first-class condition; £525.—Tel. Can. 1043. [9087

£125—1933 Rover 10 4-door saloon.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. [C2024

1939 Rover 10 saloon, good, £145 deposit or £435 cash.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700; h.p. and exchanges. [C3059

1948 (May) Rover 10 saloon, black, heater, good tyres, marvellous condition, any trial; £695, or exchange.—11, Perrymead, Prestwich, Manchester. Tel. Prestwich 2057. [9160

CAMDEN MOTORS.—Rover 10hp saloon, 1940, Rover green with green leather, looks identical to 1947 model, engine decoked, tuned and serviced, excellent tyres, brand-new Exide battery, strongly recommended at only £435.
CAMDEN MOTORS.—Rover 10, very scarce sportsman's 4-light saloon, 1939, in very special mechanical condition, reconditioned engine fitted last summer and other overhauls and replacements totalling over £90, for which bills are available, brakes relined, and shock absorbers reconditioned this year, this delightful little Rover is ready to give a magnificent term of service; £495.
CAMDEN MOTORS.—Rover 10 saloon, 1946 (October registration), in attractive Rover grey with blue leather, 22,000 careful miles and in spot-on mechanical condition; £695.
CAMDEN MOTORS, Rover specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday-Saturday. [C1035

ROVER 12

JACK ROSE, Ltd., offer:—
1946 (August) Rover 12 de luxe saloon in leather, one owner, open to any examination; accept £645.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8; open 9-8. [C3056

1946 Rover 12 6-light saloon, very sound; £710.—Below:—
1938 Rover 12 saloon, recently recellulosed; £420.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1946 Rover 12 6-light saloon, one owner, H.M.V. radio, total mileage 46,000, reconditioned engine fitted at 40,000, in excellent condition throughout; £695.
PETER BANTOCK CAR SALES, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

ROVER 12

£765—1947 Rover 12 saloon, excellent condition.—Tonbridge Motor Service Ltd., Tonbridge. Tel. Tonbridge 3288. [9048

1947 (Nov.) Rover 12 6-light saloon, black, first-class original condition throughout, H.M.V. radio and several extras; £755.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4055

ROVER 12 saloon 1938, rebored 1951, completely resprayed and plated 1952, low mileage, interior retrimmed and polished, wheel discs, good tyres, a really perfect job; £475.—Tel. Bishopsgate 9254, ext. 2. [9291

1947 (Dec.) Rover 12 saloon, fawn, with brown leather interior, in really splendid mechanical order throughout, very smart appearance; £775.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

345 gns.—Rover 12, June 1937, de luxe 4-door saloon, grey and blue, blue leather, wheel discs, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

CAMDEN MOTORS.—Rover 12 saloon 1938, a genuine one-owner car since new (original log book), particularly well maintained, complete history known, £70 bills for work and replacements this year alone, attractive dove grey finish with red leather; strongly recommended at £425.
CAMDEN MOTORS.—Rover 12hp saloon 1935, very good condition for its year, good solid coachwork and real leather interior, a fine runner; £195.
CAMDEN MOTORS.—Rover 12hp special 4-seater open sports roadster, October 1947, a scarce and most desirable car, excellent appearance, hood and coachwork in really nice condition, a delightful car to drive; £695.
CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m., Monday/Saturday. [C1035

Rover 12 Cars Wanted

POST-WAR immaculate Rover 12 four- or six-light saloon required urgently.—Cox's Motors, Conduit St., Leicester. Tel. 60319. [W1059

ROVER 14

A.Z. MOTORS for Rover bargains!!!
1938 Rover 14 sports 4-light saloon, engine just reconditioned, fully guaranteed, £400; also '36, above average £275.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1??1

1947 Rover 14 sports saloon, black; £725.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

TANKARD & SMITH, Ltd., offer: 1935 Rover 14 saloon, recellulosed grey; £215.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4325

1939 Rover 14hp family saloon, well maintained and in good condition; £465.—Dunham & Haines, 46, Castle St., Luton 2100. [C1079

239 gns.—1936 Rover 14 sports saloon, one owner from new, recent £200 overhaul (bills shown).—Autoships, 5, Balham High Rd. Balham 1509. [C1009

ROVER 14, 1940, black saloon, new engine and extensive overhaul 1948, new tyres, excellent condition; £450.—Williams, 214, Harrow View, Wealdstone, Mdx. Har. 6022. [9307

1936 Rover 14 saloon, black, this car is in quite exceptional condition for its year both as regards mechanical order and appearance; £345.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

£525!!!—Magnificent Rover 14 de luxe saloon, this vehicle is in such impeccable condition that it has been persistently mistaken for 1947 model; if you want a good Rover here it is; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

CAMDEN MOTORS.—Rover 14hp Sportsman's 4-light saloon 1939, late type with discs and other post-war features, very good engine, recently road tested and passed A1, original coachwork in about average condition for the year; unrepeatable bargain at £375.
CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m., Monday/Saturday. [C1035

ROVER 16

BRUTONS, Ltd.—1940 Rover 16 sports saloon, grey, blue hide interior, superbly maintained regardless of cost; condition as new; £595.—13-14, Osten Mews, Emperors Gate, S.W.7. Western 1242. [C1026

CAMDEN MOTORS.—Rover 16 saloon, 1948 (February), sparkling Rover grey coachwork with de luxe leather interior, loose seat covers with zip fasteners, built-in heater, passlights and dual Windtones, genuine one-owner car since new, maintained and serviced every 2,000 miles by county Rover distributors; £795.
CAMDEN MOTORS.—Rover 16 saloon, 1939 series, with discs, passlights and features similar to post-war series—extremely good all-round condition; £495.
CAMDEN MOTORS.—Rover 16hp drop head foursome coupe, 1939, late-type model with stylish Tickford bodywork, post-war features and instruments, discs, etc., coachwork just resprayed in metallic maroon and quite immaculate, engine sleeved only 4,000 miles back, a really outstanding car; £595.
CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. 'Phone 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire-purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday-Saturday. [C1035

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 16

CASS'S MOTOR MART.—1959 Rover 16 sports saloon, superb, written guarantee.—5 Warren St., W.1. Tel. Euston 3523. [C1040

ARCHIE SIMONS & Co., Ltd.—1946 (Nov.) Rover 16hp saloon, colour black, brown hide upholstery, in really excellent order throughout. £695.—94, Gt. Portland St., W.1. Lan. 1543. [C4015

Rover 16 Cars Wanted

POST-WAR Rover 16 saloon, must be low mileage and immaculate, wanted urgently.—Cox's Motors, Conduit St., Leicester. Tel. 60319. [W1059

ROVER 60 & 75

CAR MART, Ltd.

1948 Rover 75 saloon, radio, guaranteed, £895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

R. F. FUGGLE, Ltd.

1950 Rover P4 75 saloon, black, red upholstery, heater and H.M.V. radio, chauffeur maintained, small mileage, £1,475.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

TICKFORD, Ltd., offer:—

1948 Rover 75 sports saloon, speedo reading 9,000 miles, green, green leather, radio, heater, as new.

1948 Rover 60 saloon, black, grey leather, heater, speedo reading 22,000 miles, ex. cond.

S. Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

TOM GARNER, Ltd., offer:—

1948 Rover 75 P.3 6-light saloon, black with red leather, radio, heater, 16,000 miles only.

TOM GARNER Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [C2080

GLANFIELD LAWRENCE offer:—

1951 (model) Rover P.4 saloon, Connaught green-grey, fitted seat covers and heater, low mileage, as new throughout; £1,450.—407, High Rd., N.12. Finchley 0091. [C2053

1950 Rover P4 saloon, 7,800 miles.—Ernest Sutton, Tel. Rogate 4. [C4023

1948 Rover 75 saloon, maroon, leather, radio, heater, one owner, excellent condition.

RIPCO, Ltd. (Rovers Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C5052

1949 Rover 75 saloon, maroon, superb condition, £925.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1028

1951 model Rover P.4, heater and radio; £1,275.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181 & 182. [C4051

1951 Rover 75 super de luxe saloon, black, green leather. Other loose covers, 9,000 miles; offered at controlled price.

W. J. BROWN, Ltd., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

ROVER Speed 20 1934 2-door 4-str. sports coupe, excellent order: £195.—J. N. Gilbey, East End, South Cadbury, Yeovil. [9131

NAYLOR & ROOT.—1950 Rover 75 P4 saloon, black/red hide, 14,000 miles only, £1,595; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C5022

1950 Rover P4 saloon, one owner, 24,000 miles only, immaculate condition throughout; sacrifice £1,275; exchange and terms.—Cox's Motors, 11/15, Conduit St., Leicester. Tel. 60319. [C1059

CAMDEN MOTORS.—Rover 75 saloon, July, 1948, in beige with heater and nylon seat covers, one owner only, nominal mileage and in extremely nice order, £945.

CAMDEN MOTORS.—Rover 75 sports saloon, December, 1945, black with immaculate red leather, all extras including 40-guinea H.M.V. press-button radio, heater, loose seat covers, a beautiful car, one owner since new; £995.

CAMDEN MOTORS.—Rover 75 saloon, late 1950, P4 model, almost as immaculate as a brand new car, 10,000 miles, but looks even less; £1,595.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. 'Phone 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire-purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday-Saturday. [C1035

1951 (August) Rover P4 saloon, black with red leather, radio and heater, 7,000 miles only, S.M.T.A. permission.—Further particulars from George Box, Ltd., Adams Rd., Dewsbury. Tel. 653. [9318

1951 Model Rover P.4 saloon, black with grey leather, 15,000 miles, nearly new tyres, in excellent condition, well maintained and serviced regularly; £1,425.—E. F. Ranger (Ferring) Ltd., Ranger Works, Gloucester Rd., Littlehampton 275. [9822

ROVER 75 P3 saloon, January 1949, black maroon leather, heater, sun roof, one owner only since new, fitted latest type P4 suspension; the whole car being in most excellent condition throughout; £975; exchanges.—John Bridge & Co., Harrowden, Blackpool S.S. Tel. 41157. [9046

Rover 60 & 75 Cars Wanted

ROVER 60 saloon, low mileage, immaculate condition, wanted immediately.—Cox's Motors, Conduit St., Leicester. Tel. 60319. [W1059

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 5 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0161/4. [1130

LAND-ROVER

GUY ALFREDS & Co. offer:

1950 Land-Rover, carefully used, in primer, fine order.

1949 Land-Rover, in primer, excellent mechanical order, carefully used.—6-7, Warren St., W.1. Euston 3288. [C1006

LAND-ROVER Dec., 1948, first-class condition throughout; £480.—The Limes, Headley (Tel. 237), nr. Newbury. [9023

1950 series Land-Rover, trafficators, heater, extras, superb order; £595.—Odeon Motors, Ltd., Barnet 4100. [C3028

LAND-ROVER, export model, new condition, fully guaranteed, £805 no offers.—Rowlands Garage, Caernarvon. Tel. 529. [9086

LAND-ROVER 1950 model, privately used, clean and sound; £635, exchange, easy terms.—Marshalls of Peterborough. Tel. 4641. [8997

HARVEY HUDSON, Ltd., the Land-Rover specialists, have all models and equipment in stock, prices from £450; photographs and details despatched immediately on application.

ALL models and equipment purchased.

SOUTH Woodford, E.18. Wanstead 0056.

1950 Land-Rover, 11,000 miles, special metal detachable top costing £160, whole car as new; £195 deposit or £595 cash.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700; h.p. and exchanges. [C3059

ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7848)

BRISTOL (Bristol 21326)

BOURNEMOUTH (Bournemouth 6314)

NORTHAMPTON (Northampton 907)

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454)

FINCHLEY (Finchley 0081)

GREAT West Road (Ealing 3477)

CAMDEN TOWN SERVICE STATION (Gulliver 4141)

HENLYS, Ltd., England's Leading Motor Agents. [0089/R

BEARTS, of Kingston, Rover specialists, sales, spares repairs.—102, London Rd., Kingston. Kingston 3348. [0080/R

R. P. POWELL MOTORS, Ltd., for Rover cars.—East London Area Dealers, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701/R

ORDER your new Rover from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28627-8. [0213

Rover Miscellaneous Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971/R

ROWLAND SMITH'S

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition, pre-war and post war Rover cars; offers appreciated.—Portsmouth Rd., Guilford. Tel. 62907. [0242/R

PHŒNIX MOTOR Co. (SURREY) Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

XXX Cash immediately for good Rover.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

BLAKES, Rover agents, will purchase any non-covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7756

HATTONS, of Lord St., Southport, urgently require 10/12 and 14hp Rovers, 1933-39, in condition above average. [0800/R

ALBONS of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1295. [0464/R

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. Will purchase low mileage post-war Rover cars. [W4029

ROVER 10 and 14 wanted, 1940 or post-war.—Gordon Woodgate, 48a, Drewstead Rd., S.W.16. Tel. Streatham 8638. [W4059

DAVID ROSENFIELD, Ltd., Rover distributors are anxious to buy small mile, out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554/R

Rover Spares and Service

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Thp. 1222. Main Rover dealers for Croydon. [0129/R

Rover Spares and Service

LEIGH PARK MOTORS, Ltd., Datchet, Slough. Wicks, Rover distributors for spares and specialised serv.—Tel. Datchet 54. [0047/R

R. P. POWELL MOTORS, Ltd., East London area dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0403/R

DAVID ROSENFIELD, Ltd., Rover Distributors Lancashire and Cheshire, very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555/R

SINGER

CAR MART, Ltd.

1951 Singer 4AB Roadster, 13,000 miles; £695.—B.M.T.A. con.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1039

BLUE STAR GARAGES, Ltd., offer:—

1947 (September) Singer Super 10; £465.—Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4051

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £520.—D. J. Shepherd & Co. (Enfield), Ltd., 485, Hertford Rd., Enfield. Howard 1631. [C4009

SINGER 1952 8hp. excellent bodywork, engine, tyres, 38 mpg.; £100.—Tel. Chi. 1983. [9135

1950 S.M.100, blue, 26,000; £695.—Sutcliffe, 66, Cole Park Rd., Twickenham. Popesgrove 2606. [8794

1951 series Singer S.M. 1500, spotless, one owner; £750.—Goodchild, 11, Aylands Rd., Taunton. Tel. Taunton 4995. [8994

1950 (July) Singer S.M. 1500 saloon, black with beige leather, one owner, 24,000 miles, fitted heater, immaculate throughout; £695.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [8910

1948 Singer Super 10 de luxe saloon, 32,000 miles, excellent condition, overhauled; 5 months' guarantee.—Butler, Bassingham, Lincoln. [8420

£375!!!—Singer 9hp 4-seater roadster, September 1946, in maroon, original condition throughout; fast, economical and delightful to drive.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. Monday/Saturday. [C1055

NAYLOR & ROOT.—1950 Singer 1500 saloon, azure blue beige, attractive; £765; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C5022

1950 S.M.1500 saloon, black, nominal mileage, one owner, immaculate; £695.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 001. [C4004

TANKARD & SMITH, Ltd., offer 1949 Singer 10 saloon, black, brown upholstery, in excellent condition; £515.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester, Deansgate 4507. [0399/R

425 ens.—Singer 9, 1948 (reg. 1950), sports 2/4-seater roadster, black, red leather, glass side-screens, one careful owner, small mileage, equite unworn, excellent condition, tents, exchanges.—Rowland Smith, below.

245 ens.—Singer 9, 1939, sports 2/4-seater roadster, red, red leather, new hood, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

SINGER 1500 saloon, black, late 1949, good condition, chauffeur maintained; £550 or near offer; reason for sale similar new car delivered; can be seen by appointment during office hours at Ivy Mills, Mill Lane, Bradford. Tel. 27137. [9954

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INTERESTING, unique, fast, actual works team car, 1934 1,500cc Le Mans, mechanically excellent, expensively maintained, good tyres, 2 spares, good battery, new pistons, Scintilla Vertex bodwork good, upholstery poor, taken settlement debt; accept £245, near offer; worth £350.—Williams. Tel. Fulham 1250. [9222

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ROWLAND SMITH'S

ROWLAND SMITH'S the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986/R

SINGER, in good condition for cash.—The Valentine 2086 or 4676.

CAMDEN MOTORS urgently require a 1948-50 Singer S.M. 1500 saloon.—Particulars and price required to

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1055

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RECONDITIONED units and spares.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 48091-2. [7254

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

GORDON CARS (LONDON) Ltd., the London Singer distributors for spares, repairs and service.—St Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. [0605/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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IMHOF Special.

THIS well-known car with tubular chassis, independent suspension all round, tuned M.G. TD engine, Marshall blower; £395.—Godfrey Imhof, 112, New Oxford St., London, W.C.1. Museum 7878. [8760

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£315.—1½-litre M.G. 1938 V.A. open 4-seater, green, new hood and tonneau, very nice car.

£285.—1939 Austin 8 open 4-seater, in very good condition, new hood, excellent screens, perfect runner.

£265.—1935 Hillman Aero Minx, aerodynamic 2-seater, super condition, new hood, rechromed and resprayed.

£245.—1936 M.G. Magnette Airline coupe, resprayed, a very pretty car.

£195.—1936 M.G. P.A. 2-seater in red, good all-weather equipment, nice runner.

FURTHER selection of over dozen cars to choose from.

YOUR present car, 3-wheeler or motor cycle taken in part exchange; h.p. terms on all cars.

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WINDMILL GARAGE, Great West Rd., Brentford, Midlesex. Ealing 8841.

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ALVIS Crested Eagle 20hp saloon, 1936, £245; Alfa-Romeo 1¾-litre supercharged 2-str., 1929, £195.

AUSTIN 16 saloon, 1938, £225; B.S.A. Scout 10hp 2-seaters (2), 1938, £195.

BENTLEY Red Label 3-litre Jarvis 2-seater, 1925, £175; Bentley 3-litre V.D.P. tourer, 1926, £245.

BENTLEY Red Label 3-litre stark 2-seater, 1925, £175; Brough Superior d.h. foursome, 1936, £265.

FORD V.8 30hp drop head foursome, 1938, £195; Ford 10 4-door saloon, 1938, £255.

FRAZER NASH-B.M.W. "45" cabriolet, 1938, £295; Hotchkiss 3½-litre Grand Sports 2-str., '36, £365.

JAGUAR 3½-litre drop head foursome, 1939, £395; Jaguar 2½-litre sports saloon, 1936, £175.

LAGONDA 4½-litre Vanden Plas tourers, choice of 4, 1934, £265 to £365.

LAGONDA 16/80 Vanden Plas tourer, 1934, £295; Lea-Francis 12hp 2-seater, 1929, £195.

M.G.—See large selection under M.G. column; try us for spares and repairs.

MERCEDES-BENZ Model 540K, type "A" cabriolet, 1937, £795; Morgan 4/4 2-seater, 1937, £255.

RILEY 2½-litre sports saloon, 1947, £695; Riley 2½-litre roadster, 1950, £1,250.

RILEY 9 Gamecock 2-seater, 1932, £165; Renault 12hp drop head coupe, 1937, £195.

RAILTON Straight 8 saloon, spotless, 1938, £495; Railton Straight 8 saloon, 1936, £175.

ROLLS-ROYCE Phantom II Barker limousine, 1930, £295; Rover 16 sports saloon, 1937, £265.

RILEY 16/4 Blue Streak saloon, 1938, £465; Redex special stark 2-seater, £195.

S.S.100 3½-litre competition 2-str., spotless, 1939, £495; Singer 1½-litre Le Mans 2-str., 1935, £255.

TRIUMPH Vitesse 14hp Roadster, 1937, £285; Talbot 105 Vanden Plas tourer, 1936, £245.

PERFORMANCE CARS. [C3041

B & G MOTORS offer

THE following Autumn reductions:—

£280 (reduced from £325).—Lea-Francis 1½-litre Ulster T.T. supercharged 2-seater; really fast car which has been completely refurbished to original specification; has to be seen to be appreciated, over £300 spent on it; mileage since only nominal.

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£115 (reduced from £135).—Wolseley Hornet 12hp EW open sports 2/4-seater, gunmetal and red cellulose; new hood, new tonneau cover, rear tank, fold flat windscreen.

£105 (reduced from £115).—Wolseley Hornet, fitted Ford 10 engine and gear box; fast, economical and Ford service facilities; open sports 3/4-seater, with good hood and screens, foldflat windscreen; new starter motor fitted this week.

TERMS.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

JAGUAR 100 3½-litre, 1937, grey; £425.—Tel. Fausset, Grosvenor 4774, working hours. [9161

1947 Morgan 4-4 drop head coupe, faultless; £530 o.n.o.—Newbould, Limetree Ave., Retford. [9138

SPORTS CARS

CHARACTER CARS offer:—

A SELECTION of vintage and sports cars, 2- and 4-seaters in far above average condition; please telephone for details of current stock, including:—

ALVIS 1933 Speed 20 2-seater, recellulosed, replated and new all-weather equipment; beautiful lines and condition.

ALVIS Speed 20 Freestone & Webb saloon, 55,000 miles since new.

BENTLEY 1931 4½-litre coupe de Ville, "blower" crank, literally as new.

BENTLEY 1930 4½-litre V.D.P. tourer, "blower" crank.

F.N.-B.M.W., 1935, Type 40, fitted English pillarless 4-door saloon of delightful appearance, virtually one owner from new, now being recellulosed and fitted new roof lining, etc.

HUMBER 1926 and 1929 9hp tourers.

RILEY 1932 Gamecock, 1935 Kestrel 9hp saloon, and other cars of quality.

PARTICULARS of vintage and sports cars for disposal, with photographs and price required, will be gratefully received and acted upon immediately.

CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. [C1044

ROWLAND SMITH'S for sports cars.

225 gns.—Austin 7, 1936 model, Nippy sports 2-seater, black, maroon wheels, leather upholstery, carefully used, excellent condition; terms; exchanges.—Rowland Smith, below.

195 gns.—M.G. Magnette, 1934, 12hp N-type sports 2-seater, black, leather upholstery, bronze cylinder head, very good condition, taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

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Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR"

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ALFA-ROMEO S/C, 2.3, 1st and two 2nds Goodwood.

ALFA-ROMEO, 2.5 post-war type Superleggera streamlined d/h coupe, as new.

HOTCHKISS 3-litre saloon, good tyres.

JAGUAR 100, registered 1949, Mark V, 3½ engine, specimen, terrific performance.

MERCEDES 500 supercharged foursome drop head, reconditioned engine; bargain.

MERCEDES-BENZ 540K supercharged 2-seater d.h.c. 1939 model.

RILEY 2½, 1947, reconditioned engine, etc., immaculate; £795.

ROLLS-ROYCE 25 sports saloon, 1932 series, radio etc.

ROLLS-ROYCE P.II Owen foursome coupe, reconditioned, not run in.

VOLKSWAGEN, black and silver, red leather, immaculate.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052-7253/7154. [C1046

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ALVIS 17, £95; Alvis 2-seater, £65; Alvis 20, £85; Alvis Firebird, £125; Austin 7, £55; Austin tourer, £145; Austin taxi (2), £55; Armstrong 20, £95; Bentley 3-litre, £145; Commer van, £95; Citroen 12, £145; Ford utility, £45; Ford 8 van, £95; Hillman 16, £55; Hillman d/h foursome, £145; Jeep shooting brake, £135; Jaguar 2½-litre, £175; Lanchester 10, £95; Lagonda 2-litre, £145; M.G. 2-seater, £95; Morris tourer, £39; Morris 8 tourer, £145; M.G. 2-seater, £95; Oldsmobile saloon, £95; Oldsmobile coupe, £195; Pontiac utility, £145; Railton saloon, £95; Rolls-Royce 20, £135; Singer 1½-litre, £95; S.S. convertible, £95; S.S. tourer, £75; Sunbeam d/h, £95; Vauxhall 14, £175; Wolseley 12, £95.

IMMEDIATE insurance and easy terms on all cars; part exchanges; vintage specialists.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. [C3041/1

CONNAUGHT 2-seater, ex-works, history and full details.—Lucas, 7, Park Court, Preston Park Ave., Brighton. [9195

SPORTS CARS

1935 Singer Le Mans 2-seater speed special; £225, evenings, week-end.—12, Trederwen Rd., London Fields, Hackney, E.8. [9058

£185.—Standard Avon Special 10hp stylish sports 2-4-seater, in black, 1934-5, ex. cond., new tyres and coil.—Crawford, 81, Princes Ave., N.13. [9178

H.R.G. Brooklands 4 E.D. engine, excellent condition and history; £350, or exchange thoroughbred 4-seater.—Weston, Wellington House, Winchester. [9194

£155 Vanden Plas Talbot 90, 1934 sports, new starter, battery, lamps, clutch, hood, distinguished, fast.—Conyers, Pad. 6795. [9509

RILEY 9 special sports 2-seater, in cream and red, 1938 (ex-Gillow), photo and full particulars on request; £275.—Whittington, Ropsley, Grantham, Lincs. [9176

A.C. 2-litre 4-seater tourer, cream, taxed year, outstanding original condition; £250.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

1932 M.G. Magna sports, for the year this car is in amazing condition throughout; £150.—Carr Bros., The Soho Garage, Soho Sq., W.1. Ger. 6678/9. [9228

1½-litre Riley Sprite 2-str., very good condition, exceptional performance; fullest technical and performance details gladly sent; N.W. area; £475.—Box 2384. [9015

1935 Aston Martin 12 Mk. II short chassis, 4-str Roadster, one owner, specimen condtn. throughout; £525.—Carr Bros., The Soho Garage, Soho Sq., W.1. Ger. 6678/9. [9229

£235.—9hp Singer 1936 sports tourer in completely specimen condition throughout, believed one owner from new, original tools, cellulose etc., unmarked.

£135.—Austin "Greyhound" 12/6 sports saloon, resprayed latest shade opalescent green, grey leather interior.

£70.—Salmson 1926 twin ohc 1100cc super sports 2-seater, 4-speed gear box, excellent tyres and hood; hire purchase, exchanges and insurance, interested sports cars purchased.

ALTON GARAGE, 17-19, Brook Mews North, W.2. Pad. 3952. [C1004

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CHILTERN CARS offer: Alfa-Romeo, Allard, Frazer Nash-B.M.W., H.R.G., Invicta, M.G., Rapier and Riley from stock; terms; exchanges.—11a, Water Lane, Leighton Buzzard, Beds. Tel. 2060. [C1045

£185.—1934 Singer Le Mans 2-seater, reground crank, new bearings, clutch, dynamo reconditioned, rewired hood, screens, etc., generally good.—Betchworth 2359 after 6.30 or week-ends. [9177

SPEEDSTERS, Ltd.—The largest and best conditioned selection of sporting cars.—Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628 until 9 p.m. [C4020

1926 Frazer Nash 1½-litre Anzani 2/3-seater, goes well, really reliable, highest cash offer over £125.—Details Pendlebury, Evergreen Cottage, Merrow, Guildford. Tel. Guildford 61319 evenings. [9017

CONNAUGHT.—This car has just been overhauled and detuned for road use, a real sports car; has been used for competition work for two seasons, gaining three "firsts"; can be seen by appointment; price £1,050.—Amb. 2929 or Bis. 9636. [9066

S.S. Jaguar 100 3½-litre 2-seater (first registered 1945), immaculate car finished in black with red leather, speedo reading 30,000 believed true, new hood and side curtains, nearly new tyres all round, colossal performance with the 100 well in reach; £565; terms, exchanges, etc.

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FOR sale, Ford special, car specially built for trials and driving tests; incorporates a Ford 8 shortened chassis, powered by a Ford 10hp engine, fitted with a Marshall Nordec supercharger; specially lowered lightweight body in gunmetal shade; car in excellent mechanical condition; offers over £325.

MERCHISTON MOTORS, Merchiston Mews, Edinburgh, 10. Tel. Fountainbridge 2785. [9230

AUSTIN 7 special, rebuilt June, 1952, new valves, guides, double springs, seats re-cut, dynamo reconditioned, new clutch, halfshafts, keys, hub and bearing, 1½in brake shoes, Bowdenex cables on front, Ulster axle and springs, Cambridge body, cycle type wings, aero screens, remote gear control, has excellent handling qualities, in very good condition; £135 o.n.o.—Bentall, Garnish Hall, Margaret Roding, Dunmow, Essex. [9016

Sports Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0987/R

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. (Tel. Ealing 8841.) [W3041/R

£200-£300 for pre-war thoroughbred sports or saloon, fairly economical, well maintained, good performer; photo, gen., lowest cash price to enthusiast.—Isobel Meade Farm, Harbledown, Canterbury. [9300

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S.S.

125 ens.—S.S. Airline, Sept. 1935, 20hp sports saloon, black, red leather, very good condition; terms, exchanges; bar, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

STANDARD 8

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, The Hire-purchase specialists.

1947 8 Standard 8 de luxe saloon, original grey cellulose with blue leather upholstery, one owner driver only from new, genuine 23,000 miles; serviced regularly by Standard Motor Co.; 579gns. HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

TANKARD & SMITH, Ltd., offer 1948 Standard 8 tourer, grey, blue leather, £395.

TANKARD & SMITH, Ltd., offer 1940 Standard 8 saloon, black, blue leather, an economical car; £295.—97 Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

1948 Standard 8 saloon, black in very good condition, taxed; £420.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

1946 Standard 8 saloon, 28,000 miles; bargain, £345. 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

£325.—Standard 8 1940 drop head coupe, appearance as 1947, exceptional condition throughout, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, W.11. Park 5066 (50 yards Holland Park Tube); exchanges, H.P. [C1017

1939 Standard 8 sln., a bargain; £225.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1947 Standard 8 saloon, good; £110 deposit or £335 cash.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. H.P. and exchanges. [C5059

£385 !!!—1948 Standard 8 tourer, excellent condition; also choice 2 saloons at reasonable prices; 3 months guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley N.12. Fin. 6221. [C2052

1946 Standard 8, one owner, mileage with factory rebuilt engine 2,000, excellent condition.—54, Brookside Rd., Fulwood, Preston. [9300

365 ens.—Standard 8, November 1946, saloon, black, sliding head, radio, unworn tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

345 ens.—Standard 8, September 1946, 4-seater tourer, black, blue leather, good tyres, carefully used, excellent condition; terms, exchanges; last, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£430 !!!—1948 Standard 8hp saloon de luxe, black, brown leather, one owner.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

£320.—Tourer (Nov., 1946), black, mileage 30,000, new engine, 3,000 miles, Ekco radio, taxed year.—68, Nelson Rd., Witton, Birmingham. [9022

1948 model Standard 8 de luxe saloon, extremely good condition, £425; also 1939 8 saloon, to clear, £250.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

STANDARD 8hp drop head coupe, 1947, immaculate condition throughout, 26,000 miles, taxed December; any trial; £395 or near offer.—Hope, "Shelley," Westbrook Hill, Elstead, Surrey. [9121

1948 Standard 8 drop head coupe, genuine 23,000 miles only, several extras including wheel locks, a very pretty little car indeed, in really first-class condition in every respect; 5 months' guarantee; £395.

C & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6256 (3 lines). [C1061

1939 Standard 8 saloon, condition equivalent to post-war; £285, exchanges; hire purchase.—B. & H. Motors, 1,464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020

1939 Standard 8 de luxe saloon, blue, recently overhauled and in exceptional condition throughout; £285.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 5155. [C3014

1939 Standard 8 d.h. coupe, engine just overhauled, good tyres, comfortable, smart and economical little car, licensed to end of the year; £285.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

Standard 8 Cars Wanted

WANTED, Standard 8, 1938-9 tourer.—Brutons, Ltd., 15-14, Osten Mews, Emperors Gate, S.W.7. Western 1242. [W1026

FERRARIS OF CRICKLEWOOD, Ltd., buy Standard 8 saloons, 1948 preferred, drive in.—Write or 'phone details 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. Open to 7 p.m. week-days. [C2008

STANDARD 9

1937 Standard 9 saloon, black, red upholstery, in excellent condition, taxed; £255.

MAGDALEN MOTORS, 511, Trinity Rd., Wandsworth Common. Battersea 5573. [C3005

STANDARD 10

£275.—1937 Standard 10hp saloon, reconditioned engine.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

STANDARD 10

1939 saloon de luxe, excellent appearance and mechanical condition; any trial; best offer over £300.—Emerson, 17, Telford Avenue, Leamington Spa, Warwickshire. [9181

STANDARD 12

C.M.I. CAR SALES (Pri. 6625) offer:—

1946 Standard 12 4-door saloon; £450.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

£365 !!!—1939 Standard 12 de luxe saloon, looks and runs like 1947 model, choice 2.—Below.

£295 !!!—1938 Standard 12 de luxe saloon, immaculate and bargain price; 3 months guarantee; hire puichase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley N.12. Fin. 6221. [C2052

249 ens.—1939 Standard 12 de luxe saloon; terms, exchanges.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

L. F. DOVE offer 1948 Standard 12 saloon, one owner, colour grey, nominal mileage; £595.—69, Broadway, Wimbledon, S.W.19. Liberty 5456. [C1077

£475 !!!—1947 Standard 12hp saloon, black, green leather, 6,000 miles since engine reconditioned, one owner.—Vandervells, 213, Haverstock Hill, N.W.3. Primrose 4441. [C4057

STANDARD 14

GUY SALMON AUTOMOBILES offer:—

1947 Standard 14 saloon, £450.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

STANDARD 14 '39, well kept one owner; £300.—EM LAE, W.C.1. [9047

IMMACULATE, 1937 Standard 14, £350, no dealers.—Tel. Vig. 2671. [9220

1948 Standard 14 saloon, black, heater, in excellent condition, taxed; £520.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

1948 Standard 14 de luxe saloon; £595.—Wray Park Garages, Reigate 2263. [9257

1947 Standard 14 saloon, exceptional; £500.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

£265.—1938 Standard Flying Heavy 14, large enclosed luggage boot, excellent runner; clean interior, taxed year; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1948 Standard 14 saloon, excellent condition, 4 almost new tyres, Philco radio, screen washer, demister; £595.—Hearn, 40, Ballards Green, Burgh Heath, Burgh Heath 2298. [9508

1948 Standard 14hp saloon, 18,000 miles immaculate condition; £595, or near offer.—West Way Garage (B'mouth) Ltd., Castle Lane, Bournemouth. Tel. Winton 1054. [9504

STANDARD 14hp 4-seater 2-door drop head, engine 2 years laid up, mileage 45,000, one owner, excellent condition, reliable and good looking; £300 or near offer.—Write B. H. H., c/o Dixons, 1-9, Hills Place, Oxford St., London, W.1. [9109

1938 Standard Flying 14, meticulously maintained, one owner, perfect condition; resleeved, new tyres, cylinder head, clutch, battery and distributor; 56,000 miles, excellent family car; £575, offer; no part exchange.—Stewart, Green Shade, Crowthorne, Berks. Crowthorne 440. [9026

STANDARD 16

1934 Standard 16 excellent condition, £115, o.n.o.—10, Sydney Rd., Sidcup, Kent. [9291

STANDARD VANGUARD

CAR MART, Ltd.

1950 Standard Vanguard saloon, radio, heater, 6,000 miles; £845.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1039

B. J. HUNTER, Ltd., offer:—

1950 Vanguard saloon, low mileage, very immaculate.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

ACLAND & TABOR, Ltd., offer:—

1951 (Jan.) Standard Vanguard saloon, blue, red upholstery, heater, one owner, speedometer 7,000 miles, B.M.T.A. permission; £875.

WELWYN By-Pass, Herts. Welwyn 461. [C1001

CHARLES RICKARDS, Ltd., offer:—

1949 (Aug.) Standard Vanguard, black, brown leather upholstery, one owner since new, in excellent condition throughout; £625.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

2, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C3050

ARTHUR MULLINER, Ltd., offer:—

1950 (June) Standard Vanguard saloon, black with red leather upholstery, fitted radio and heater, carefully used and maintained, one owner, mechanically sound and in most attractive condition throughout, complete customer-protection guarantee; your present car taken in part exchange; lowest level prices; three good reasons why it will pay you to contact us without delay.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

1949 (Nov.) Vanguard, black, red interior, one owner, heater, carefully maintained; £650.—Box 2405. [9059

STANDARD VANGUARD

STANDARD Vanguard saloon, black with fawn cloth; £695.—Stratatone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C3022

1950 Vanguard saloon, fitted heater, leather, fully guaranteed; £750.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1951 Standard Vanguard, B.M.T.A. permission, condition as new; £850.—Carr Bros, Garages, Ltd., High St., Purley. Upl. 4612. [9225

ORDER your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28527-8. [9214

£650 !!!—Standard Vanguard saloon, 1949, de luxe model, leather upholstery, radio, heater, very good all-round condition, moderate mileage.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. Monday-Saturday. [C1035

1950 Standard Vanguard saloon, black, heater, tyres very good, any trial or exam.; £675 or exchange.—11, Perrymead, Prestwich, Manchester. Tel. Prestwich 2057. [9159

WALTER SCOTT, Ltd.—1949 Vanguard, exceptional condition £565; also 1951, unused, £675, B.M.T.A. consent; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6066-9. [0052/R

ARCHIE SIMONS & Co., Ltd.—1949 Standard Vanguard saloon, green/green leather, fitted push-button radio and heater; nominal mileage; one owner only; £650.

ANOTHER upholstered in cloth; £625.

1947 Standard 12 saloon, colour black, hide upholstery, one owner only, exceptional condition throughout; £495.—94, Gt. Portland St., W.1. Lan. 1543. [C4015

Standard Miscellaneous Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 5434. [0075/R

RSR

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0987/R

STANDARD in good condition for cash.—Tel. Valentine 2098 or 4674. [5462

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0191/R

XXX Cash immediately for good Standard.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [W2001

A. PEIO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Standard cars in first-class condition.—May 3051. [W3043

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange. Tel. Gla 2480. [0431/R

IF your car is in London and is a post-war model it can be seen and purchased within the hour by phoning Wanstead 6666 and asking for our London Representative.

LAMB'S, Ltd., Standard House, Southend Rd., Woodford, Essex. [W2051

Standard Spares and Service

S&T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0168/R

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0501/R

RECONDITIONED exchange engines.—Tamworth Park Autos, 54, Tamworth Park, Mitcham. Mitcham 2859. [7954

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [5368

STANDARD spares, all models from 1934 by return of post; genuine factory replacement engines; quote combined number when ordering.

WHITES GARAGE, Ltd., Standard & Triumph Distributors, Grimsby. Tel. 5486. [0475/R

STANDARD spares, all models from 1935; replacement units; complete overhauls, recelluloing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [1200

STANDARD spares for all models; largest provincial stockists.—Hollingrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0859/R

BROCKHURST GARAGE.—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Spares and Service

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-143, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0567/R

SPIKINS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham, Middlesex.—Standard spares, service units and reconditioned engines; retail and trade; prompt postal service.—Tel. Popesgrove 1035-6-7. Telegrams, Spikins, Twickenham. [0544/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guaranteed three months; Girling and Bendix stockists. Arcadia Ave., Finchley, N.3. Finchley 5908 9. [0002/R

STUDEBAKER

SIMPSON'S.

1952 Studebaker Champion, 4-door, overdrive, extras, left-hand drive.

1951 Studebaker 2-door saloon, fitted with heater and extras.

1950 Studebaker Champion, right-hand drive, all extras, grey.—Simpson's Motors (Wembley), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

JOE THOMPSON (MOTORS), Ltd., offer:—

R H D late model Studebaker, colour black.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [C4028

£150.—1937 Studebaker 26hp 4-door saloon, leather interior, excellent runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

PRIVATELY owned Studebaker Commander convertible coupe, 1948, electric hood, Philco radio, "hill-holder," finished medium blue, total mileage 16,000, used only about 3 months per year, owner being overseas; this car will clock 100 mph and does 20 mpg, cost nearly double the price of the saloon model; a beautiful and most exclusive car, price £1,550; to be sold on behalf of owner by Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

Studebaker Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Studebaker buyers. Wembley 8691/3903. [W4015/R

SUNBEAM

SUNBEAM 24hp 1934 semi-sports, green and black coach-built 4-door saloon; sliding roof; green leather upholstery, recently thoroughly overhauled by specialist (detailed accounts available), including re-sleeving, new carburettor and 4 tyres, can be seen and tried week-days.—Nicholls, 93, Mill St., Bradford, Manchester 11 (Tel. East 1007). [8990

Sunbeam Spares and Service

CROWN wheels and pinions for every model of Sunbeam.—Barlow & Chidlaw, Ltd., Pendleton, Manchester, 6. [9081

COMPLETE CAR SERVICE, Ltd., for personal attention to your Sunbeam.—Shandon Road Garage, Abbeville Rd., S.W.4. Tulse Hill 4505. [0315/R

SUNBEAM-TALBOT

CAR MART, Ltd.

1952 Sunbeam-Talbot 90 drop head coupe, radio, heater, 4,000 miles; £1,125.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

JACK ROSE, Ltd., offer:—

1950 (November) 90 Sunbeam-Talbot saloon, absolutely as brand new, one owner, mileage 7,000; accept £875; open 9-8.—Jack Rose, Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5036

B. J. HUNTER, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, one titled owner as new.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6308. [C2040

WARWICK WRIGHT, Ltd., offer:—

1951 Sunbeam-Talbot 90 drop head coupe, blue, fawn leather, radio and heater, 10,000 miles

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1950 Sunbeam-Talbot 90, immaculate; £895.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

1952 90 convertible, gun colour, fitted heater, radio, overriders, Ace rimbellishers, 4,000 miles; £1,175.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 3658. [C1008

SUNBEAM-TALBOT convertible, first registered 1952, radio and heater, seat covers, negligible mileage, immaculate; £300 under list price.

BROWN & WHITE (LEEDS), Ltd., Roundhay Rd., Leeds, 8. Tel. 43405. [9238

SUNBEAM-TALBOT 90 1951 drop head coupe, few miles only, positively unsoiled; best offers.—Facilities, Ltd., 64, High St., Epsom, Surrey. [8712

SUNBEAM-TALBOT 10 tourer, 1939, over £300 spent on reconditioning throughout, result practically new car; £425.—Tel. Ascot 113. [9297

1939 Sunbeam-Talbot d/h coupe, new hood; £370.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1951 Sunbeam-Talbot 90, registered 1.10.52, radio, 7,000 miles, immaculate condition.—Stuttard, 172, Dorchester Rd., Weymouth. Tel. 90. [9164

NAYLOR & ROOT.—1950 Sunbeam-Talbot 80 saloon, duo grey, excellent performance; £745; 6 months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272 [C3022

SUNBEAM-TALBOT

1951 (May) Sunbeam-Talbot 90 saloon, radio and heater, low mileage, excellent condition; £965.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7733. [9265

DROPHEAD coupe, 10hp, black, fawn leather, delivered March, 1948, 37,000 miles, one owner, mechanically sound, smart; £600.—Showers, Elm Farm, Wangford, Suffolk. [9207

SUNBEAM-TALBOT 90 black saloon, June, 1951, 8,000 miles, car covers, and heater, guaranteed as new throughout; taxed year; £1,150.—Abbotts Garages, Hollyhedge Lane, Walsall. [9072

£385.—(July) 1939 Sunbeam-Talbot coupe, dark green with green hide upholstery, carefully maintained; terms and exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2881. [C2031

CAMDEN MOTORS.—Sunbeam-Talbot 10hp drop head foursome coupe, late 1940, a very bright looking car, identical in appearance to 1947 series, good coachwork, bills available for £100 overhaul; amazing value at only £425.

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp open 4-seater sports, 1940, a fast, economical car, very attractive lines, excellent tyres and good all-weather equipment; £395.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1948, black/fawn, attractive all-round condition, carefuly maintained and driven; £625.

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp drop head foursome coupe, 1947, just resprayed in maroon and quite immaculate, bills available for regular servicing by main distributors, moderate mileage; £595.

CAMDEN MOTORS.—Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday/Saturday. [C1035

525gns.—Sunbeam-Talbot, June 1947, 10hp sports saloon, metallic grey, carefully used, excellent condition, taxed; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 (April) Sunbeam-Talbot 90 saloon, fitted radio and heater, one fastidious owner, cellulosed metallic green, faultless condition, any trial or examination, taxed year, low mileage, fully guaranteed as per makers; £945.—A. E. Palmer 12, Church St., Luton 4212. [8744

Sunbeam-Talbot Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1. Euston 1212. [0516/R

R

ROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129 Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath (Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990/R

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R

CAMDEN MOTORS urgently require all types of post-war Sunbeam-Talbots.—Particulars and price required to

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035

XXX Cash immediately for good Sunbeam-Talbot.—H. F. Edwards, 28, Upper High St., Epsom 9400. [W2001

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0462/R

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [0089/R

Sunbeam-Talbot Spares and Service

CROYDON.—Local service promotes satisfaction; bring your Sunbeam-Talbot car to us for regular servicing; main agents for the Rootes Group.—Smith Auto Co., Ltd., 145, London Rd., Croydon. Tel. Cro. 4600-4632. [0869

TALBOT

COACHCRAFT offer:—

TALBOT 75, very good condition throughout; first reasonable offer accepted.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [C1053

1936 Talbot 18hp limousine, excellent order; £265; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

£225.—Talbot 10hp sports saloon, in excellent condition throughout; H.P. terms.—C.A.P. Motors, 130, Clapham Rd., S.W.9. Reliance 2895-6. [C1038

TALBOT

£275.—1938 (August) Talbot 10hp sports saloon, an excellent car and one of the cheapest of this type offered.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1938 Talbot 10 drop head coupe in good condition, black with red leather, reconditioned engine, new hood, one unused, two recent tyres, radio, Bosch foglight; £399.—Lieut. Townshend, H.M.S. Bigbury Bay, Portsmouth. [9123

1933 Talbot 14, preselector gear, Servo brakes, Darracq saloon, resprayed dual green, perfect chrome, re-covered roof, engine completely overhauled, new battery, new tyres; £125.—208, London Rd., Peterborough. Tel. 5260. [9216

345gns.—Talbot 10, 1938, foursome drop head coupe, black, grey leather, radio, carefully used, excellent condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991/R

Talbot Spares and Service

DISMANTLING 3 Talbots, 1936 18, 1934 21, 1933 21.—Motolympia, Welshpool. Tel. Oswestry 480. [0607/R

SPECIALISTS in repairs to pre-war Talbots.—Hewitt and Gosden, Ltd., 289, London Rd., Croydon. Tho. 2022. [0808/R

LARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance. — Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0158. [0864/R

TRIUMPH

NEWNHAMS, Ltd.

1950 Triumph 2000 Renown, saloon grey, very carefully used; £945.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

CAR MART, Ltd.

1950 Triumph Renown saloon, heater, 12,000 miles; £925.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY. The Hire Purchase Specialists.

1949 Triumph 2000 Roadster, immaculate, grey metallic coachwork, fitted radio, superb mechanical order throughout, low mileage; 689gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

R. F. FUGGLE, Ltd.

TRIUMPH 1951 Renown saloon, one owner, 15,000 miles, in every way indistinguishable from new; £1,000.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

ELITE MOTORS offer:—

1951 (Dec., 1950) Triumph Renown cellulosed in maroon, with beige leather interior, fitted with radio and heater; low mileage, this; vehicle can only be described as immaculate; £990.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C2005

H. A. SAUNDERS, Ltd., Radlett, Herts.

TRIUMPH 1948 Roadster, colour grey with blue upholstery, 26,000 miles.—Tel. Radlett 5681-6. [C4003

GUY SALMON AUTOMOBILES offer:—

1949 Triumph 2000 Roadster, black with red leather; £685.

1950 Triumph Renown saloon, colour pale blue with beige leather, in most immaculate condition; £995.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

MEBES & MEBES, Ltd. (Est. 1893) offer:—

1949 Series Triumph Model 2000 Roadster sports coupe, metallic bronze, brown hide upholstery, passlight and other extras; an excellent example of this popular model at the reasonable figure of £735.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

PHŒNIX MOTOR Co. (SURREY) Ltd., offer:—

1950 (Mar.) Triumph Renown saloon, black/beige leather upholstery, 19,000 miles only, fitted heater, one private owner since new; the whole car in showroom condition throughout; to-day's price!!! £850.

PHŒNIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

1951 Triumph Renown saloon, one owner, maroon, £1,025.

GORDON CARS (LONDON), Ltd., Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [C2023

JOHN S. TRUSCOTT Ltd., authorised Triumph dealers, offer:—

1952 (June) Triumph Renown saloon, latest model, black brown hide, radio, heater and complete equipment, guaranteed total mileage under 700, condition quite equal to new; offered at substantial reduction owing to illness; free of all restrictions; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

1949 Triumph R/E saloon, grey, taxed December; £725. Eus. 7751. [9267

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1949 (March) Triumph 2000 sal., grey leather, ex. cond., 20,000 miles, radio; £850.
TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1949 Triumph razor edge saloon, black, beige leather upholstery, one owner; £695.
MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

TRIUMPH Roadster 2000, 1949, blk., red leather, guaranteed; £725.—C. G. Norman & Co., Vic. 2211. [9083

1951 Triumph Renown, black, mileage 8,200, one careful owner; £1,075.—Tel. Vic. 2366, Ext. 11. [9125

L. F. DOVE offer 1950 Triumph Mayflower, all extras, £695.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1949 Triumph 2000 saloon, grey.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [C3030

1949 (July) Triumph Roadster, immaculate order, bronze, genuine 25,000; private sale, £750.—Mit. 3858 (London). [9064

1952 Triumph Renown saloon, new, quick delivery.—J. Davy, 180-182, Kensington High St., W.8. Western 9641. [C1069

TRIUMPH Dolomite sports saloon 14hp 1939 model; £295; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

TRIUMPH Mayflower, November, 1950; heater, radio, low mileage, immaculate throughout, taxed; price £745.—Henley-on-Thames 134. [9214

1939 Triumph Dolomite d/h coupe, registered 1952; £220, or part exchange cheaper car.—32, Anne's Walk, Caterham, Surrey. [9211

£325.—Triumph Dolomite 12, 1938, 4-door sports saloon, real hide interior, excellent chrome, mechanically execellent; choice of 2; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066. (50yds Holland Park Tube.) Exchanges. H.P. [C1017

5000 miles only, 1951 Triumph Renown saloon, finished in black with biege leather, maintained by Standard distributors for one owner; £1,095.
H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [C4005

1938 Dolomite 14hp, completely reconditioned, resprayed black and cream, re-chromed, new loose covers and carpets; £365.—14, Chaseville Pk. Rd., N.21. [8925

NAYLOR & ROOT.—1949 Triumph 2000 Roadster, black green hide, attractive; £735; six months' guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 5272. [C3022

TRIUMPH 2000, April 1949, with heater, grey leather upholstery, 45,000 miles, one owner; 4 new tyres; regularly serviced works; £750; seen London by appointment.—Box 2377. [9088

1949 Triumph saloon 2000, radio, twin spotlamps and demisters, works engine just fitted; £795.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [C2029

£345.—1939 Triumph 1½-litre 4-cylinder Dolomite sports saloon, immaculate condition; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£235!!!—1937 Triumph Vitesse 1½-litre saloon, approximately 7,000 miles since engine and axle overhauls, one owner.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

3000 miles.—Triumph Renown, radio, heater, covers, spotlamps, immaculate condition throughout; £995.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

£945!!!—August, 1950, Triumph Renown saloon, this vehicle is so beautiful and immaculate it literally looks as though it had just left the factory; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

TRIUMPH Roadster (1948, June) 1800, low mileage, black, good tyres, radio, heater, twin fog lamps, unblemished, taxed; £665.—Maintained since new by K.J. Motors Ltd., Bromley, Kent. Rav. 3456. [8593

1951 Triumph Renown, 8,000 miles, as brand new, spare not used, many extras; £1,100 or nearest offer; h.p. terms if required.—Woffenden, Cabot House, Clifton Down Road, Bristol. Tel. Bristol 37909. [9305

ROSE & YOUNG, Ltd., offer 1949 (June) Triumph 2000 Roadster coupe, low mileage, exceptional condition fitted H.M.V. radio, heater, spotlamps, mascot, etc., black; £695.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

695 gns.—Triumph Mayflower, November 1950 saloon, maroon, fawn leather, radio, heater, demister, low mileage, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1948 (Nov.) Triumph saloon, black beige upholstery, genuine mileage 25,000; one owner, very carefully used, exceptionally good condition throughout, engine Cromard lined crankshaft lined bored, new clutch and brake lining, tyres, steering ball joints, fitted P.B. radio, heater, tartan seat covers, with other extras; nearest offer to £950.—C. G. Bretherton, Market St., Tain. Tel. 75. [9073

Triumph Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Triumph cars.—320. Euston Rd. N.W.1. Euston 1212. [0974 R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0092/R

TRIUMPH, in good condition for cash.—Tel. Valentine 2098 or 4674. [8463

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Triumph cars in first-class condition.—May. 5051. [W3043

IF your car is in London and is a post-war model it can be seen and purchased within the hour by phoning Wanstead 6666 and asking for our London Representative.
LAMB'S, Ltd., Standard House, Southend Rd., Woodford, Essex. [W2051

Triumph Spares and Service

S & T
STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines). [0397/R

BASIL ROY Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0143/R

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0499

TRIUMPH spares for all post-war models, largest provincial stockists.—Hollingdrake Automobile Co. Ltd., Stockport (Tel. 4464); and Prince's Drive Colwyn Bay (Tel. 3322). [0355/R

UTILITY CARS

CAR MART, Ltd.

1951 Austin A40 Countryman, 16,000 miles; £795; B.M.T.A. Con.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

JACK STONE & SON offer:—

1950 Bradford Jowett 5-seater utility, low mileage; 1949 Alvis 1½-litre 5-seater coachbuilt utility; 1947 Ford 10hp 5-seater Utilecon; 1946 Ford V.8 7-seater, maplewood body, immaculate; 1939 Ford Prefect 5-seater, coachbuilt body; 1939 Commer 8hp 5-seater utility; many others; cash, terms or exchanges; let us know your requirements; send for up-to-date list.—221, Upper Richmond Rd., Putney. Tel. Putney 1054-5, 2276-7. [C4021

GUY ALFREDS & Co. offer:—

1951 Austin A70 utility, H.M.V. radio, rear bumper, small mileage, unmarked, B.M.T.A. consent.—6-7, Warren St., W.1. Euston 3268. [C1005

MEBES & MEBES, Ltd. (est. 1893), offer:—

1948 (Nov.) Jowett-Bradford de luxe six-light utility, special colour royal blue, coachwork unscratched, tyres practically new, one owner; £435.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

BRAY MOTORS offer the following utilities:—

£285.—1948 (reg.) Hillman 10 utility, in exceptional condition throughout.

£275.—1948 model Jowett Bradford utility 4 seats, excellent condition.

£175.—1946 (reg.) Humber 27hp utility, in excellent condition throughout.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1948 Phase II Commer utility, reconditioned engine just fitted; £655.
BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Kensington 2468. [9262

1948 reg. Austin 10 utility; £395; good condition, smart appearance.—Tel. Ley. 4417 between 9.30 and 5.30. [9015

1948 Jowett Bradford utility, taxed, 14,000 miles only; £365.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea. Fla. 7345. [8526

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

£465!!!—Ford V.8 fitted special 9- or 10-seater wood utility body, excellent chassis and spotless condition; first registered 1947; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

FIRST imported this country 1950 Ford (r.h.d.) pick-up, fitted detachable top, very smart appearance, exceptional condition throughout; £425.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

FORD 30hp Mercury utility, in first-class mechanical condition with well built body having seating for nine, new tyres, rear seats easily removable; registered 1946; £325.—154, Drummond St., N.W.1. Eus. 3895. [9060

1935 Bentley 3½-litre, most attractive utility body by James Young, very well maintained and in exceptional condition; £795.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [8918

1950 (June) Vanguard estate car (van converted), with side windows and tip-up rear seat, in very good condition throughout; £665.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

UTILITY CARS

325 gns.—Ford V.8, registered 1948, ex-W.D., 30hp, 4-door 8-seater timber utility, r.h.d., steering column gear change, glass all round, drop tailboard, very good condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Lincoln-Zephyr, 1937, V12 4-door 8-seater station wagon, natural timber body, glass all round, removable rear seats, rear entrance, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

COMMODIOUS 1937 Lincoln-Zephyr shooting brake, suitable transporting personnel and materials; seating capacity nine persons; recently overhauled, very low mileage, excellent running condition; highest offer.—Tel. Cleary, Alexandria 555. [9232

Utility Cars Wanted

ROWLAND SMITH'S the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993/R

FERRARIS OF CRICKLEWOOD, Ltd., buy 10hp utilities, post-war Austin or Hillman preferred; drive in, write or 'phone details to: 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. Open till 7 p.m. week days. [W2008

VAUXHALL 10

£365.—Vauxhall 10 1939 4-door saloon, very attractive, good tyres, hide interior, sliding roof, choice 3, many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066. (50yds. Holland Park Tube.) Exchanges. H.P. [C1017

£335.—1938 (August) Vauxhall 10hp 4-door saloon, in specimen condition throughout, fitted Burtonwood recond. engine; an opportunity for the discerning buyer.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

VAUXHALL 12

RAYMOND WAY

RAYMOND WAY OF KILBURN.

RAYMOND WAY the High-purchase Specialists.

1939/40 Vauxhall 12 saloon, black with brown leather upholstery, recent reconditioned engine fitted, whole car immaculate throughout, and extremely economical; 349gns.
HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

BLUE STAR GARAGES, Ltd., offer:—

1946 (September) Vauxhall 12, very nice condition; £565.—Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4031

1947 (Dec.) Vauxhall 12 saloon, black with brown upholstery, fitted radio, one owner; £560.
R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London S.W.5. Fremantle 8401. [C4056

1939 Vauxhall 12 saloon; £320; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

CASS'S MOTOR MART.—1948 Vauxhall 12 saloon, blue, radio, one owner; £535; written guarantee.—5, Warren St., W.1. Tel. Euston 3523. [C1040

VAUXHALL 14

B. J. HUNTER, Ltd., offer:—

1947 Vauxhall 14hp saloon, famous J type; £550.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

1947 14 Vauxhall J type sal., 12,000 miles, black-brown, as new.
TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

£525.—Vauxhall 14hp saloon, Sept., 1946, black exterior, brown leather upholstery, well maintained.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [C2008

1939 Vauxhall 14 de luxe saloon, one owner, well above average condition; £385; also 1946, to clear, £500.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011

1947 Vauxhall J type 14hp saloon, in superb condition, black with brown hide upholstery, one careful owner, low mileage, sold with guarantee as per makers; £565, terms, exchanges.—A. E. Palmer, 12, Church St., Luton 4212. [2746

VAUXHALL WYVERN & VELOX

JACK ROSE, Ltd., offer:—

1950 model, almost unmarked, as new, accept £725; open 9-8.—Jack Rose, Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3036

1950 model Vauxhall Velox, radio, heater, superb condition; £765.—Offord & Sons, Ltd., 154, Gloucester Rd., S.W.7. Fre. 0051. [C2014

£695.—July 1950 Velox, one owner, 17,000 miles; kept as new, spare unused; terms and exchanges.—G. S. Hall (Ltd.), 302, King St., W.6. Riverside 2881. [C2031

£625.—1949 Vauxhall Wyvern 12hp, carefully driven and in showroom condition, 35 mpg with normal driving, low mileage, loose covers; seen week-ends.—4, Tavistock Gardens, Tavistock Rd., West Croydon. [9173

Vauxhall Wyvern & Velox Cars Wanted

WANTED.—1949/50 Vauxhall Wyvern saloon.—45, Shirehall Park, N.W.4. Hendon 1648. [9002

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL MISCELLANEOUS

S

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.
SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017/R

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.
1950 Vauxhall Wyvern, black, leather upholstery, low mileage, heater and spot light fitted, body immaculate; £775.
1948 (January) Vauxhall 12hp, blue, black and brown cloth, body condition good, mechanically sound throughout; £625.
1947 Vauxhall J Type 14hp, black with brown leather, tyres good all round, mechanically sound; £675.
ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars including latest models. [C2052

VAUXHALL and other makes of used cars in good condition, let us know of your requirements. Tel. Uxbridge 737—Gregory's of Uxbridge [0039/R

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15 Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0285/R

Vauxhall Miscellaneous Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975/R

S
SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994/R

VAUXHALL, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8464

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R

7-SEATERS private 1937/8/9 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0063. [0479/R

URGENTLY required post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2052/R

BROADWAY MOTOR Co. want the best Vauxhalls! Owners of low-mileage post-war models and of really good pre-war cars should consult Sales Dept. at 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0622/R

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price radiator exchange service and all other repairs to your Vauxhall or Bedford at:—
BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.
GEAR boxes, differential units, front suspension units, engines; large stocks of Vauxhall spares.
BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6368. Grams. Autospare, Wimble, London. [0635/R

RECONDITIONED guaranteed gear boxes, suspensions, shock absorbers and repair.—10, Winchester Mews, N.W.3. Pri. 6159. [0900

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0395/R

VETERAN CARS

WELHAM, Veteran Car Specialists, Surbiton Hill Rd., Surbiton. Elmbridge 1873.—Buy and sell pre-1914. [0201/R

1903 Mors 10 horse power 4 cylinder, excellent mechanical condition all original, London-Brighton Gold car; ready for use now, owner incapacitated; so £250, no offers; photo with pleasure.—R. G. Martin, Esq., Martins Garages, St. Leonard's Rd., Windsor. [9101

Vintage Cars Wanted

VINTAGE Alvis 12/50, A.C., Amilcar, Peugeot, Jowett, closed model, good order; particulars and price appreciated.—Gott, Netherton House, Newton Abbot. [9006

VOLKSWAGEN

!!—Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

VOLKSWAGEN, 1947, left drive, many spares, perfect, laid up past 19 months, owner now permanently appointed Malaya; Glasgow district; £250.—Box 2421. [9147

DE luxe Volkswagen, like new, recelluloséd, rechromed, reupholstered, low mileage, the best and smartest we have seen; £425.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

VOLKSWAGEN

COLBORNE GARAGE, Ltd. (The Volkswagen People). We are the sole distributors for Volkswagen spares in Great Britain and can supply all engine, chassis and body spares, etc. Our workshops are fully equipped for all types of repairs in connection with this vehicle.
COLBORNE GARAGE, Ltd., with the largest Volkswagen clientele, offer the best market for your used Volkswagen; collection and delivery from London can be arranged.
COLBORNE GARAGE, Ltd. (the Volkswagen People), Ripley, Surrey. Tel. 2361. [0373/R

Volkswagen Cars Wanted

VOLKSWAGEN, in good condition, for cash.—Tel. Valentine 2098 or 4674. [8465

VOLKSWAGEN, must be immaculate condition, low mileage, late model.—Gerrard 2261 (office hours) [9270

Volkswagen Spares and Service

MOONS MOTORS, Ltd., at their Davies St. (Mayfair 2351) and Dorset House (Welbeck 7980) branches, have factory-trained mechanics and offer you full service with repair and parts facilities. [8268

Willys-Overland Spares and Service

JACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom.—Service department, 18, Providence Court, W.1. Mayfair 5242. [83030/R

WOLSELEY

E
EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.
1950 Wolseley 6/80 saloon, 12,000 miles, black, one owner.
LOW mileage Wolseleys are scarce; should your model not be in stock put your name on our used cars register for early notification.
EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12 Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

CAR MART, Ltd.
1949 Wolseley 21 saloon, radio, heater, 17,000 miles; £725.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

GUY ALFREDS & Co., offer:—
1950 (October) Wolseley 6/80 saloon, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005

WARWICK WRIGHT, Ltd., offer:—
1950 Wolseley 6/80 saloon, grey, brown leather, 5,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [C4045

BRAY MOTORS offer the following Wolseley bargains:
£395—1939 (July) Wolseley 12, in exceptional condition throughout, fitted makers' reconditioned engine, similar to post-war model.
£275—1937 Wolseley 14 de luxe saloon, in exceptional condition, £110 overhaul, including engine (bills produced).
£285—1939 Wolseley 25hp de luxe saloon, a director's car, in excellent condition.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1934 Wolseley 10, mechanically sound, tyres good; £140.—Brossy, Archway 2211. [9196

1938 Wolseley 18, to clear; £275.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011

1948 Wolseley 14hp saloon, immaculate, £575, o.n.o.—Holgate, 24, Northway, Maghull, Liverpool. [9156

BEARTS, of Kingston Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083/R

1946 Wolseley 8hp saloon, replacement engine fitted recently, in excellent condition throughout; £450.
LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2058

1939 Wolseley 25 de luxe saloon, low mileage, £495.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1950 (June) 6/80 Wolseley saloon, radio, heater, taxed, loose covers, almost as new; £850.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea. Fla. 7345. [8897

18hp Wolseley 1938, one owner, engine reconditioned, new steering, clutch, batteries, recellulosed, immaculate; £545 o.n.o.—11, Verulam Ave., Purley. Uplands 3204. [9269

1939 Wolseley 14 saloon, black, immaculate appearance, first-class mechanical order; £450.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050

£795!!—1950 Wolseley 4/50 saloon, black, low mileage, taxed December, fitted heater, fully guaranteed as makers, A.A. examination welcomed, terms, exchanges.
D. F. WYATT, Ltd., 31-33, Fortune Green Rd., W. Hampstead. Hampstead 8968. [9946

1946 Wolseley 8 saloon, black, reconditioned engine, new accumulator, any inspection welcomed, 3-month guarantee, a luxury small car, £550; also 1947 model in stock.
TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166 [C4034

£895!!—Feb. 1951 Wolseley 6/80 saloon, B.M.T.A. permission, this vehicle is literally brand new throughout and only wants seeing; 3 months guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

1950 (March) Wolseley 6/80 saloon, maroon, leather upholstery, heater, taxed year, one owner, like new; accept £725.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. [9281

545gns.—Wolseley 8, June 1948, de luxe 4-door saloon, black, sliding head, brown leather, one careful owner, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

WOLSELEY

1947 (July) Wolseley 8 4-door de luxe saloon, carefully used, excellent order throughout; £450.—Bells Service Garages, 144 London Rd., Kingston-on-Thames. Kingston 1185 [C1016/R

6/80 black Wolseley saloon, Nov. '49, 17,000 miles first-class condition, one owner, very carefully driven, two new tyres included; £825.—George, 606 Frobisher House, Dolphin Sq., London, S.W.1. [9136

WALTER SCOTT, Ltd.—1951 Wolseley 6/80, black 5,000 miles, £925; also another unused, B.M.T.A. consent; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4008

AN outstanding car, Wolseley 25 limousine, first registered 6.5.48; this car is in the most immaculate condition and has only done 4,000 miles; finished in black with leather to front and cloth rear; £1,250.—The Thornton Engineering Co., Ltd., 150, Manningham Lane, Bradford. Tel. 27181. [9025

1938-9 Wolseley 25 Salmon Tickford drop head, twin pass lights, P100s, Mellotones, H.M.V. Radiomobile, heater, pigskin upholstery, overhauled 6 months ago, all tyres excellent, service maintained since possession; £450 or nearest; owner has new Wolseley this week.—Grosvenor 2635. [C4012

WOLSELEY 7-seater limousine with disappearing division, 1939 Series III, 25hp; this impressive motor car is in superb condition and is fitted with many extras, including chrome wheel discs, twin passlights, twin horns, swivel spotlamp and intercom. telephones, this is a car for a discerning buyer who requires a really exceptional motor car and is offered at the ridiculously low figure of £450, taxed for year; open to any inspection.—Michael Motors, 330 Norbury Ave., S.W.16. Pollards 6098. [9107

LIMOUSINES 1948, 25hp, black, mileage 18,000, partition, 7-forward, meticulously maintained, guarantee certificate, low cost. (Fifty Limousines—Lists Posted.)—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Wolseley 4/50 Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1 Eus. 1212. [0721/R

Wolseley 6/80 Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 3434. [0722/R

Wolseley Cars Wanted

R
S
ROWLAND SMITH'S the Wolseley buyers.—Hampstead High St., (Hampstead Tube). Ham. 6041. [0995/R

E
EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele; we are the best market for used Wolseley cars.
EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [W4046/R

BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bold St., Liverpool, 1. Tel. Royal 6622 [7737

Wolseley Spares and Service

WOLSELEY spares and repairs.—Ramsay Motors, Ltd. 242-248, High St., Barnet 3240. [0707/R

LARGEST and quickest spares service in the South of England.—Hewens Garage, Ltd., Reading. Tel. 4436. [0207

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service: complete overhauls coachwork and reconditioned engines. [0277/R

BROCKHURST GARAGE.—Harrow agents for Wolseley sales service, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0234/R

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0516/R

MISCELLANEOUS CARS

RAYMOND WAY

RAYMOND WAY, the hire purchase specialists

HERE are five cast-iron reasons why everybody's going

KILBURN WAY:—

1. 200 used cars under £400 always available.
2. We can quote the most competitive prices obtainable because of our huge turnover.
3. Unequalled hire purchase terms.
4. Satisfactory exchange prices on your car 3-wheeler or motor cycle.
5. Every machine is plainly marked with price, year and model.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards) [0829/R

ARLINGTON MOTOR Co., Ltd.

HIGH Rd., Waltham Cross, Herts.

TEL. Waltham Cross 2760.

VAUXHALL Velox 1949, finished grey, very clean.

VAUXHALL 14hp, 1948, finished black, reconditioned throughout.
FORD Prefect, 1949, one owner.

A SELECTION from our comprehensive range of used cars. May we let you have further particulars?
ARLINGTON MOTOR Co., Ltd., High Rd., Waltham Cross, Herts. [5387

ROBBINS, 98, Upper Richmond Rd., Putney; always sell good cars; send for list; established 28 years. [0506/R

E

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

MISCELLANEOUS CARS

HILLMAN Minx saloon, 1950 series; £650.—Below.

JAGUAR 3½-litre, 1946, with radio; £750.—Below.

OR would exchange for machine tools.

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1949 Austin A40 pick-up, brand new engine and good all-round condition; £375.—King's Motors, 1, High St., Hounslow. Tel. 3532. [M2049

1952 Austin 25cwt open back chassis and cab, list price £702 9 1.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181 & 182. [M4051

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F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines). 104, Foord Rd., Folkestone. Folkestone 51222 (2 lines). [0098/R

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WITHAM'S for road springs, stocks of all types, competitive prices.—18, Balham Hill, S.W.12. Battersea 3280/3769. [0312/R

WEST LONDON REPAIR Co., Ltd., Wim. 6316/7. —Repaired or manufactured, all springs tested for static load and rate of def.—56a, High St., Wimbledon. [0251/R

SUPERCHARGERS

CARBURETTORS, Ltd., manufacturers of the

ARNOTT low-pressure supercharger, can give early delivery of installations for M.G.; Morris Minor, Oxford, Austin A40; all Fords; Riley 1½-litre; Standards; Triumphs; Citroens; Hillman; Bristol; Humber; Sunbeam-Talbot; Wolseley 6-80 and other cars.

CARBURETTORS, Ltd., Grange Rd., N.W.10. Tel. Willesden 5501. [0177/R

MARSHALL-NORDEC low-pressure supercharger installations guarantee outstanding acceleration, 100% hill climbing and greater power with complete reliability; installations for Allard, Ford, M.G., Morris, Triumph, Vanguard, etc., for home and export orders; prices from £60 complete with all fittings.

NORTH DOWNS ENGINEERING Co. Westway, Caterham. Caterham 2365. [0755/R

SPECIAL bargain offer, new and unused Rootes-Marshall supercharger complete installation kits for 8 to 12hp, with universal fittings and instructions for easy fitting to any type of sports or saloon car; enjoy the thrill and reliability of a supercharged engine for only £25 (plus C.I.F. for overseas); packed, crated and carr. paid, also larger sizes cheap; state requirements to—Parkes Autos, "Woodview," The Buckholt, near Monmouth (Wales). [9187

TYRES AND TUBES

SHARMANS.

SHARMANS TYRE SERVICE for deep tread remoulds at reduced prices.

5.00-14, 59/6; 5.50-15, 72/6; 5.90-15, 73/6; 5.00-16, 62/-; 5.25-16, 68/6; 5.50-16, 73/-; 5.75-16, 78/6; 6.00-16, 85/-; 6.25/6.50-16, 97/6; 7.00-16, 116/-; 5.25/5.50-17, 78/6; 6.00-17, 105/-; 7.00-18, 120/-; 6.00-20, 127/6; 165×400, 87/6; 15×20, 160/-; 5.90-13, 69/-; 6.40-13, 77/6.

PLEASE write or tel. for prices of all other sizes, new and remould, new tubes from 10/-; carriage by first passenger train, 3/6 per tyre extra.

SHARMANS, Lanark Rd., Maida Vale, London, W.9. Cunningham 7321/2. [0649/R

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TYRES—Tyres—Tyres.

MAKE the roads safer, tyres are expensive; protect your own life and the lives of others by having good tyres; we will sell on easy payment if so desired.

CLEVELAND'S GARAGE, Felixstowe Rd., Ipswich. Tel. Ipswich 77328. [0565/R

TYRES!!! Tyres!!! Tyres!!!

10000 tyres in stock, every size and make, new, remould, etc.; please write or 'phone your tyre enquiries to:

H. MATTHEWS, Ltd., the tyre specialists of over 50 years' standing, 89-97, Stockwell Rd., London, S.W.9. Tel. Brixton 2026 (8 lines). [0150/R

NEW clearance tubes, 4.00×18, to clear at 6/6 each, postage and packing 1/3

MARBLE ARCH MOTOR SUPPLIES, Ltd., 286-302, Camberwell Rd., London, S.E.5. Tel. Rodney 2181. [M3002/R

VETERAN beaded-edge tyres, new or used.—Welham, 5, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0395/R

SIX tyres and tubes, 750×17; 2 tyre soles and 4 part worn; what offer?—Sloan, 24, Cleveland Mews, Maple St., W.1. [9221

PRIDE & CLARKE Ltd., for ex-Government and remould tyre bargains, quotations by return, state size required.—Stockwell Rd., S.W.9. Brixton 6251. [0738/R

ALL best makes instantly available for despatch, fitting or delivery, every size (car, giant or tractor), obsolete types featured.—Carr Bros., Purley, Surrey. Uplands 4811-2-3. [0044/R

TYRES and tubes (used), all 13in, 14in, 15in, 16in, 17in, 18in, 19in, 20in, 21in; also beaded and obsolete types; all commercial, ex-W.D., tractor and farming sizes available.—Cook, 141, Badminton Rd., Downend, Bristol. [6538

TYRES.—New, slightly used and rebuilt in all car, lorry, trakgrip and tractor sizes; write, stating your size and receive per return of post our quotation; post orders only.—The Goswell Rubber & Tyre Co., Ltd., 145-149, Camden Rd., N.W.1. Tel. Gulliver 5421 and 5422. Wires: Gosweltiro, Norwest, London. [0087/R

TYRES, sound, part used; car sizes, 350 to 500, 33/-; 525 to 600, 39/-; 625 and over, 45/-; carriage included, quotations for lorry and other sizes per return; money refunded if tyres returned unused in seven days; cash or P.O. with order to Jayness Tyre Co. (Dept. A.C.), 68-72, North Wharf Rd., London, W.2. [0163/R

TYRES AND TUBES

BULL'S a tyre for every car; call or write for list new and remoulded; let us remould your own covers.—Bull's Rubber Co., Ltd., 173, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747 [0774/R

Tyres Wanted

PLEASE send us carriage paid, your sound covers fit for remoulding; up to 5.00 section 10/- each, 5.25 to 6.00 15/-, 6.25 and over 20/-; cash despatched within 24 hrs. of approval; please label plainly.—Sharmans Tyre Service, Lanark Rd., Maida Vale, London, W.9. Cunningham 7321-2. [0675/R

WHEELS, DISCS, ETC.

ALL types of wheels repaired, replacement service.—W. & L. Page, Pottery Rd., Brentford, Middlesex. Tel. Ealing 5538. [0680/R

MOST types of easy clean and wire wheels in stock. —Turner & Knight, 34, Ealing Rd., Brentford, Middlesex. Eal. 4298. [0678/R

WHEELS (used), all sizes for cars, trailers, caravans, commercial, ex-W.D. and farm vehicles.—Cook, 141, Badminton Rd., Downend, Bristol. [6535

WEST LONDON REPAIR Co. Ltd., Wim. 6316/7.—Wire wheels repaired, converted, respined, re-enamelled; East clean wheels repaired, retrued.—56a, High St., Wimbledon. [0638/R

CHROME Hub Caps for every make of car in stock from 6s each.—Enfield Tyre, 123, Baker St., Enfield 2982. Also 1058, Christchurch Rd., Bournemouth, and Castle Lane, Torquay. [0452/R

CLARKE'S MOTOR WORKS.—Large stocks wheels, wire, easy clean and artillery, rebuilt and second-hand; exchange service.—260, Knights Hill, West Norwood, S.E.27. Gipsy Hill 0132.

7/6 each, 3-hole Morris Cowley 19in artillery wheels.—Clare's, see above. [0628/R

THE BRAMBER ENGINEERING Co., Ltd., Springbok Works, Waterloo Rd., Cricklewood, London, N.W.2. Branches: Willand, Devon, Ben Lomond Works, 162, Blairtummock Rd., Queenslie Estate Glasgow, 7. Wire and pressed steel rebuilds and conversions, chassis frames, wheel axle casings. [0434/R

WINDSCREENS

AUSTIN 7, 1932-34, £4/5; Ford 8-10, £5/5; trade only supplied.—D. W. Price, Neasden Lane, N.W.10. [0258/R

BRITISH STEEL FRAME Co., Ltd., 205, Cambridge Heath Rd., E.2, manufacture sports and special windscreens, Ford, Austin 7, fixed and sliding windows for utilities.—Bishopsgate 9611-3. [0908

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

S.W. CORNWALL, near popular beaches.—Repair garage, petrol, insurance, cigarettes, tearoom and house attached; private sale.—Box 2380. [9028

MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, 8-11, Pavilion Buildings, Brighton (Tel. 23284), offer the following:—

ESSEX.—Well situated leasehold filling station with long road frontage and good pull-in; price for ingoing £3,000.

SURREY.—Excellent freehold garage and car hire business, with good living accommodation, retail shop and commodious workshops; freehold, goodwill and equipment £6,250.—Sole agents.

ESSEX.—Important corner position, old-established automobile, marine and general engineering business, excellent house adjoining; freehold, goodwill and equipment £8,000, s.a.v.

MONMOUTH.—Main road garage and filling station with petrol turnover of 150,000 gallons p.a.; freehold, etc., £35,000.

FURTHER particulars of above and other garages available from Gladding, Son & Wing, as above. [M2021A

FOR garage and motor businesses vendors or purchasers should always consult the specialist agents. —John Swait & Sons, Ltd., 34, The Mall, Ealing, W.5. (Ealing 2866.) [0511

IN prosperous East Anglian seaside town; freehold motor business, large garage, showroom, 4 electric pumps, up-to-date equipment, 61 lock-ups; area nearly 1 acre; £9,250.—Further particulars to Box 2425. [9172

SOUTH DEVON.—Attractive garage, filling station and bungalow, licensed bus services, no opposition, including vehicles and equipment; £10,500 freehold.—Details, Harold Brooks, Auctioneer, Kingsbridge. Tel. 2403. [9240

ALDRIDGES (Est. 1753), Auctioneers & Estate Agents, have available several est. motor businesses with distributorships and main agencies; also garages and filling stations in London, Home and Southern Counties.

HANTS.—Main A303.—Garage and Filling Station, modern and well planned, 4 pumps, workshop 4,500 sq ft, greasing battery and hydraulic lift, fully equipped; repairs and petrol 60/70,000 g.p.a. increasing; bungalow, 4 rms., k. & b.; leasehold 19 yrs. remaining: £4,000. Freehold available.

ENQUIRIES are invited to Estate Department, William Rd., N.W.1. Eus. 2352. [M1004

GOY & RICHARDS, Ltd. the Motor Industry's Specialist Agents and Valuers, for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 555, Watford Way, Mill Hill, N.W.7. Mil. 4502. [0546/R

GODDARD & SMITH will be pleased to forward particulars of garages and filling stations in all parts of the British Isles upon receipt of enquiries to Garage Dept., 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (10 lines). [0290

CAMBRIDGESHIRE.—Old-established garage business in large village with extensive petrol sales and repair work together with freehold residence; the whole with vacant possession; highly recommended by sole agents.—Messrs. Hockey & Son, 8, Bene't St., Cambridge. [9035

TWO proprietors wishing to retire affords excellent opportunity for investor to acquire motor engineering works and garage; purchaser could devote full or part-time as desired; manager's house available near future; amount required £30,000.—Full particulars from Box 2424 [9151

BUSINESS AND PROPERTY

N.W. London.—Garage filling station on main road, garage 20, forecourt, 4 pumps selling 1,200 gallons weekly, full equipment, leasehold 20 years, rent £650 p.a.; price £6,000.—Church, Howard & Hills, Ltd., 39, Kew Rd., Richmond. Ric. 2351-2-3.

WEST London.—Filling station selling 100,000 gallons p.a., garage for 8, land to extend, scope for repair work; freehold, £10,000.—Agents Church, Howard & Hills, Ltd., as above.

UXBRIDGE.—Garage with house, busy link road, sound local connection, garage 6, modern plant, 3 pumps selling 800 gallons weekly, net profits exceed £1,000 p.a.; price £7,000.

CHURCH, HOWARD & HILLS, Ltd., Motor Trade Valuers and Garage Agents, as above. [M1047

CHESHIRE, Wallasey.—Garage as a going concern; important business and premises, central position, large garage with showrooms, offices and residence, first-class agencies.—Further particulars from Agents, Sykes, Waterhouse & Co., 1, Castle St., Liverpool, 2 (Central 7112/9). [9052

NORTH WALES, Ruthin, county town, main road position, substantial modern garage with offices, stores, mess room, in all about ½ acre including cottage, all main services; freehold; vacant possession; £12,500. —Sykes, Waterhouse & Co., 1, Castle St., Liverpool, 2 (Central 7112-9). [9090

CHELTENHAM.—Well-equipped, established, freehold garage business (limited co.); good class residential repair trade and car sales; attractive modernised 6-roomed house adjoining, with well-stocked garden, all in good decorative order; owners going abroad, price £7,750, s.a.v.—Box 1940 [7861

MIDLANDS.—Old-established garage and filling station, recently rebuilt, freehold, 5 el. pumps, approx. 80,000 gall. p.a., turnover £17,000. A licence, cars, equipment, machinery and stock; for sale as a going concern; price £15,000.—Apply W. H. Harding, Accountant, 27, Friar Lane, Leicester. [9065

FREEHOLD, ultra-modern garage and filling station with excellent flat over, on main road, outskirts of Bournemouth; virtual monopoly; petrol sales 145,000 per annum; turnover £27,000 per annum; net profits £4,000; price £25,000 as a going concern.—Hosking & Lake (Established 28 years), 15, Westover Rd. Tel. Bournemouth 3540. [8993

BOURNEMOUTH—reduced by £2,000.—Modern garage, petrol station with large forecourt and detached 3-bedroomed house, 150ft frontage to main London road, 4 new electric pumps, excellent car sales, expanding district; owner going abroad by December reduces price from £9,750 to £7,750 freehold for quick sale.—Box No. 2066. [8218

N.W. suburb of London; an old-established car sales and service business; modern freehold building, incorporating showrooms, service depot, petrol station, large self-contained flat, the whole in excellent condition; corner site, outstanding position in main shopping centre, approximately 10,000 sq ft; popular car agencies with quotas; modern equipment; well organized and ready for immediate transfer; £27,500.—Box 2432. [9257

PETROL station, wash, and funeral service, main road near Leeds.—Bargain, run by vendor alone and part-time help; last year's aud. turnover £5,764; 2 new electric pumps, compressor, greaser, stenorizer, etc.; hearse and 4 coaches (Rolls-Royce); pleasant house, 2 bedrooms, bathroom/w.c., sitting room, living room, 12-car garage and pit, warehouse, good pull in; good engineer could add repairs which are not now done; price freehold, £2,000; business, vehicles, etc., all in £2,500; s.a.v. about £200.—Ask Henry Stead & Partners, Ltd., 29, Cookridge St., Leeds. Tel. 20808/9. [9039

BUSINESS AND PROPERTY

CAFE/RESTAURANT, Halifax, shopping centre.—Cafe rooms (seat 76) kitchen, toilets, storerooms, etc., well equipped and furnished; rent £100 p.a., plus rates; turnover £4,100 p.a.; price business, furniture, equipment and stock all-in for £850 or near offer; a real bargain!—Ask Henry Stead & Partners, Ltd., 29, Cookridge St., Leeds. Tel. 20808/9. [9040

VALUABLE petrol and service station with excellent workshop for repairs and overhauls to cars and agricultural machinery; facilities for catering; compact residence; pleasant grounds and croft, extending to approx. 2¼ acres, freehold, vacant possession; Wardle Garage, Calveley, Tarporley, Cheshire; for sale by auction on Thursday, 25th September, at 3 p.m., at The Crown Hotel, Nantwich.—Full particulars from the Auctioneers, Messrs. Joseph Wright, Alpraham, Tarporley, Cheshire (Tel. Bunbury 217); and branches. [9042

Business & Property Wanted

REQUIRED, well-equipped filling station on main road in south-east London district.—Replies to Box 2389. [9080

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of The Notification of Vacancies Order 1952.

WANTED, reception engineer, good prospects to right man.—Write giving previous experience, age, salary, Box 2404. [9056

WANTED.—Fully skilled motor mechanic, able to undertake any repairs.—Winsworth & Co., Bridgwater, Somerset. Tel. 2558. [8992

CAR salesman, must have first-class experience and ability.—State full qualifications to Martin Walter, Ltd., 145-7, Sandgate Rd., Folkestone. [9051

SERVICE manager to a small but progressive garage at a salary of £600 per annum; highest qualifications required.—Write with full particulars to Box 2371. [8991

TRAVELLERS with good connections calling on garages, showrooms, etc., required to handle range of car mascots on excellent commission basis.—Box 2386. [9081

PARTS manager required by Vauxhall/Bedford main dealer in Midlands, previous experience of automobile spares and stock systems essential.—Write fully Box 2406. [9065

WANTED.—Ford trained mechanics for Ford main dealers, incentive bonus paid.—Write or 'phone Works Manager, F. H. Peacock Ltd., 219-221, Balham High Rd., S.W.17. [7375

CAR Buyer/salesman, used to outside work, full knowledge of current prices essential, write stating experience and wages required, all letters treated as confidential.—Browning Francis, Ltd., 152, Hoe St., Walthamstow E.17. Larkswood 4363. [8238

PROGRESSIVE company require sales representative to take full charge inside and outside, must have knowledge of private and commercial business; age 30 to 45 years; excellent prospects for right man.—Write full details of experience to Box 2367. [8980

VEHICLE salesmen, preferably with pre-war experience, required by Dagenham Motors, Ltd., for their new Catford showroom (opening shortly), also at Alperton, Wembley and in the West End.—Apply in writing, giving full particulars, to Sales Director, 8, Balderton St., W.1. [M1039

SITUATIONS, BOOKS, ETC.

SITUATIONS VACANT

SURREY.—Wanted, capable assistant to sales manager; must have good knowledge of clerical work and present B.M.T.A. rules and regulations; able to buy and sell used cars to advantage, also some experience commercial vehicle market.—Write full details in confidence Box 2430. [9235

FITTER about 30 years of age, unmarried, required for garage workshop in Nyasaland; good experience of complete overhaul of motor vehicles essential; housing and bananas provided; commencing salary £480 p.a.; pension scheme; low income tax and healthy climate.—Write 2684, Wm. Porteous & Co., Glasgow. [9119

CAR salesmen (2) wanted by long-established main distributor dealers in South-East Anglia; experienced in present-day values, good conscientious workers, able to purchase first-class vehicles and contact buyers; attractive terms to those who know the motor trade, and have the right background; references must be first-class.—Apply in own writing stating record, reason for change, age, and if mobile to Box 2370. [8989

ARMSTRONG SIDDELEY MOTORS have vacancies in their Sub-Contract Department for men who can deal capably with sub-contractors on sheet metal work for gas turbines. One technical assistant is required preferably with experience in gas turbine or aircraft sheet metal work. Also a sheet metal section leader able to progress sub-contracts and still more importantly a vacancy exists for a chief of the Progress Section whose responsibility would be the efficient following up of all contract progress work. This man needs to be fully experienced. A vacancy also exists on the jig and tool control side of the Sub-Contract Department for an assistant chief—preferably a man who has served a toolmaker's apprenticeship and has full experience on jigs, tools, fixtures and gauges.—Apply in the first instance to Personnel Manager, Armstrong Siddeley, Coventry. Reference IQ.1. [8666

SITUATIONS WANTED

SERVICE manager of large London company requires change, life experience, tall, strong personality, age 41.—Box 2350. [8972

MANAGER/SALESMAN/BUYER requires change, same capacity, 25 years in the trade, apprenticeship served, experienced all departments.—Box 2349. [8970

YOUNG man, 28, ex-Public School, sound engineer, experienced tuning, insurance, etc., sports car racing/trials enthusiast, seeks situation with racing background or garage/service manager, preferably North London area.—Box 2428. [9215

MANAGER, thoroughly experienced in all phases, car and commercial, sales, workshops, stores, accounts, estimating, costing, staff control, general administration, used to complete control, age 40, mobile; available now; experienced Rootes, Nuffield, Singer, Citroen, etc.—Atkins, 22, Windmill Rd., Headington, Oxford. [8979

BOOKS, ETC.

HANDBOOKS of cars and motor cycles; also good assortment of maps at all Halfords Branches in England, Scotland and Wales. [0085/R

UTILITY Motor Bodywork, working drawings and instructions, 35/-; "Caravan Painting," 2/8, post free.—Craftsman Publications, 21, Church St., Warwick. [8977

"DUESENBERG—Mightiest American Motor Car," 37/6; "American Rolls-Royce," 37/6; "Classic Cord," 26/3; book catalogue free! Postal business only.—Vivian Gray (T.A.), Hurstpierpoint, Sussex [0767/R

DYKES Automobile Encyclopædia, invaluable for garages, motorists, students; 1,461 pages, 4,000 illus., new 1950 edition, over 500,000 copies sold, descriptive leaflet free.—Thomas Co. (DATO), 111, Buchanan St., Blackpool. [0899/R

BOOKS, ETC.

"MOTOR Cycle Sport in Pictures: Action photographs of British and International Racing Trials, Scrambles and Speedway Events." Contains over sixty of the finest photographs of motor cycle sport ever taken, each picture having been specially selected by the Editor of "The Motor Cycle." A superb volume, beautifully printed, which at its price represents first-class value. 3/6 net from all booksellers. By post 3/9 from Iliffe & Sons Ltd., Dorset House, Stamford St., London, S.E.1.

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Books Wanted

HUMBER 12 1937 instruction book.—Leader, 60, Maida Vale, W.9. [9014

WANTED, repair literature, not handbook, Rolls-Royce 20/25, 1935.—Price to Box 2381. [9024

WANTED, instruction manual for 1½-litre Riley, 1937.—7, The Rise, Hillingdon, Middx. [9191

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HERTCOMBE, George Rd., Kingston Hill, Surrey. 30 mins. Victoria by coach. Home comforts. Full board from 5gns.—Malden 4147. [8073

THORPE BAY, Southend (30 miles London). Small first-class hotel sea front; has few vacancies September onwards. H. & c. basins, sprung mattresses; good cooking; recommended.—101, Eastern Esplanade. 'Phone 88281. [9171

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[0259/R

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[0169/R

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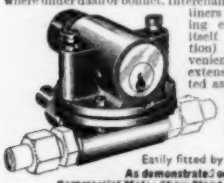

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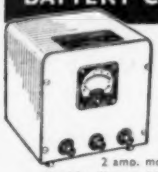

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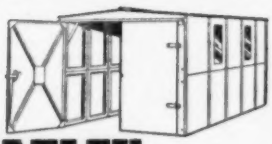

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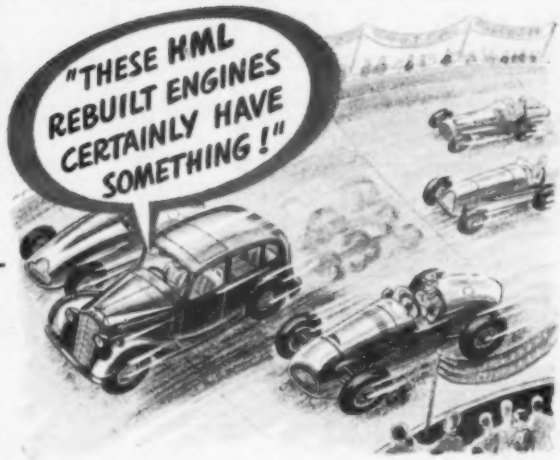

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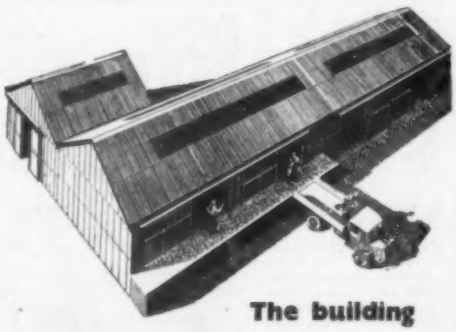

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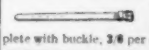

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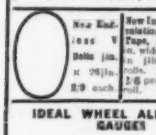

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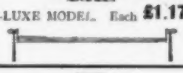

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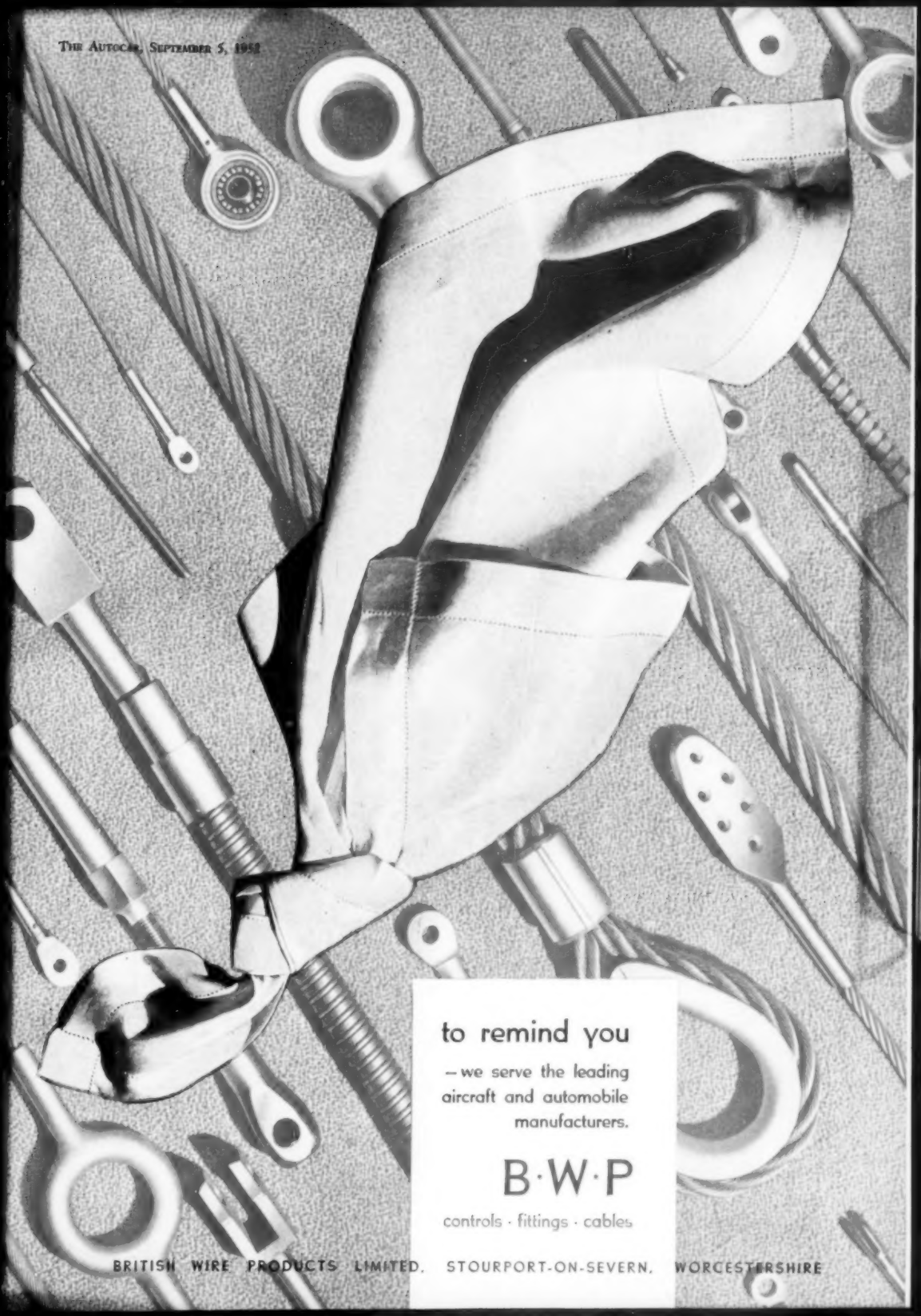
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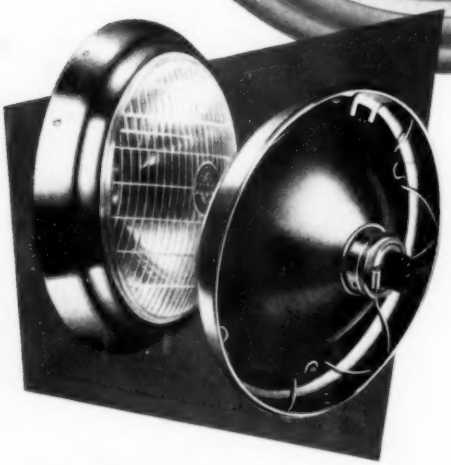

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